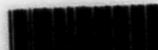


CITY OF MISSISSAUGA
RETURN TO CENTRAL RECORDS
BOX LABEL



-V01584-

LOCATION LABEL



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890315 AGENDA & MINUTES
198912

OPERATION & WORKS COMMITTEE MG.0

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THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, MARCH 15, 1989, 9:00 A.M.

COMMITTEE ROOM A - CIVIC CENTRE

Members: Councillor H. Kennedy
Councillor M. Prentice (Chair)
Councillor F. Dale
Councillor F. McKechnie
Councillor D. Culham
Councillor N. Iannicca

Prepared by: Linda Maller, Clerk's Department (896-5425)
Date: March 9, 1989

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - MARCH 15, 1989

DEPUTATIONS/PRESENTATIONS - NIL

ITEM	FILE	SUBJECT
1.	M-467	Enola Residential Subdivision - Assumption of Works
2.		232 Webster's Lane - Demolition By-law
3.	F.02.10.01	The Queensway West between Mavis Road and Glengarry Road - Proposed Street Name Change - Adrian Way
4.	F.06.04.02	Just Cameras Ltd. - Banner Installations
5.	F.06.04.02	Hurontario Street/Matheson Boulevard Intersection - Safety Concerns
6.	F.06.04.02	Truscott Drive - Sandgate Crescent - Lewisham Drive - Traffic Concerns
7.	F.06.04.05	Winfield Terrace/Westbourne Terrace - All-way Stop
8.	F.06.04.02	Radcliffe Boulevard - Parking Prohibition
9.	F.06.04.02	Dewberry Crescent - Parking Prohibition
10.	F.06.04.02	Cherbourg Gardens - Request for Extended Parking Privileges
11.	02/153/86 02/004/87	Rathkeale Road - Partial Closure
12.	E.02.02.01(H)	Mineola Road West - Proposed License Agreement - Kenneth Calder
13.	T-87041	Archway Builders Limited/Cinderhill Investments Limited - Reconveyance of Reserves - Trelawny Court
14.	M-850	Consumers' Gas Company - Permanent Easement - Turney Drive

CITY OF MISSISSAUGA

AGENDA

OPERATIONS AND WORKS COMMITTEE

MARCH 15, 1989

DEPUTATIONS/PRESENTATIONS - NIL

MATTERS FOR CONSIDERATION:

1. Report dated February 17, 1989, from the Commissioner of Public Works regarding the assumption of the municipal services for Enola Residential Subdivision, Plan 43M-467, located south of Lakeshore Road/east and west of Enola Avenue.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Enola Residential Subdivision, Plan 43M-467, located south of Lakeshore Road East and west of Enola Avenue.
- (b) That the City Treasurer be authorized to return the Letters of Credit for Plan 43M-467 currently valued at \$77,945.00 and \$9,955.00 to the developer, Gismondi Construction Limited and Talco Construction Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-467 as public highway and part of the municipal system of the City of Mississauga.

M-467

RECOMMEND ADOPTION

Although permission has been granted to erect banners at the C.P. Rail overpasses in the past, it is not Council policy to allow any outside agencies to erect advertisements on the Civic Centre Clock Tower.

The Public Works Department has no objections to allowing banners to be installed at the two C.P. Rail overpasses subject to certain conditions.

RECOMMENDATION:

- (a) That Ray Seto of 'just cameras ltd.' be advised that the City of Mississauga approves the proposal to install "Discover Mississauga '89" banners on the C.P. Rail overpasses on Hurontario Street at John Street, and Burnhamthorpe Road at Creditview Road from March 27, 1989 to April 29, 1989 provided that the following conditions are met:
 - (i) Completion of a Banner Permit at least five days prior to installation;
 - (ii) Proof of arrangements for liability insurance in the amount of at least two million dollars with the City named as co-insured;
 - (iii) Written permission from C.P. Rail for the use of the trestles.
- (b) That permission not be granted to Mr. Ray Seto of Just Cameras Ltd.' to install a promotional banner on the Clock Tower of the Civic Centre.

RECOMMEND ADOPTION

5.

Report dated March 3, 1989, from the Commissioner of Public Works regarding safety concerns at the intersection of Hurontario Street and Matheson Boulevard.

Staff members of both the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board have raised a number of concerns regarding driving conditions at the intersection of Hurontario Street and Matheson Boulevard. They are concerned about the visibility in making left hand turns from the northbound and southbound left turn lanes, combined with the speed of traffic on Hurontario Street. Also, during the the afternoon peaks it is difficult to exit the two Board properties due to congestion caused by 'u'-turning traffic on Matheson Boulevard west of Hurontario Street.

City Council has approved the reduction of the posted speed limit on Hurontario Street from 80 km/h to 60 km/h between Britannia Road and Eglinton Avenue.

During the p.m. peak traffic period it has been observed that motorists westbound on Matheson Boulevard attempt to avoid the heavy volume of left turning traffic at Hurontario Street by crossing Hurontario Street, making a 'u'-turn, then a right turn in the southbound direction. Employees exiting from the Board properties experience delays and conflicts due to the congestion caused by the 'u'-turning traffic. Therefore, in the interest of safety, 'u'-turns should be prohibited on Matheson Boulevard from Hurontario Street to a point 150 metres west thereof, to ensure safer traffic operations within the area.

RECOMMENDATION:

That a by-law be enacted to amend by-law 444-79, as amended, to implement a 'u'-turn prohibition on Matheson Boulevard from the west limit of Hurontario Street to a point 150 metres west thereof.

F.06.04.02

RECOMMEND ADOPTION

6. Report dated March 3, 1989, from the Commissioner of Public Works regarding traffic concerns on Truscott Drive/Sandgate Crescent and Truscott Drive/Lewisham Drive.

At the Operations and Works Committee meeting of October 26, 1988 the Public Works Department was requested to determine what safety measures are necessary to alleviate the traffic problems on Truscott Drive at Sandgate Crescent and Lewisham Drive. Residents are requesting all-way stops or traffic signals to assist motorists and pedestrians across Truscott Drive.

Truscott Drive is a major link in the road network and is expected to carry moderately high volumes of traffic. The inclusion of an unwarranted all-way stop at Sandgate Crescent would severely reduce the efficiency of this roadway causing increased vehicle delays and driver frustration.

The inclusion of traffic signals on Truscott Drive at Lewisham Drive should not cause any major operational problem. Traffic signal timings are designed on a demand basis, therefore, major queuing problems would not be anticipated on Truscott Drive. Truscott Drive at Lewisham Drive has been included in the 1989 Traffic Signal Construction Program, which is subject to the Ministry of Transportation Ontario's subsidy approval.

RECOMMENDATION:

- (a) That an all-way stop not be implemented at the intersection of Truscott Drive and Sandgate Crescent.
- (b) That a traffic signal be installed at Truscott Drive at Lewisham Drive as part of the 1989 Signal Construction Program, subject to the Ministry of Transportation Ontario's subsidy approval.

F.06.04.02

RECOMMEND ADOPTION

7. Report dated March 3, 1989, from the Commissioner of Public Works in response to a request for all-way stop at Winfield Terrace and Westbourne Terrace.

At the City Council meeting of November 28, 1988 Council requested that the implementation of an all-way stop at Winfield Terrace and Westbourne Terrace be referred to the Public Works Department for a further report.

At the request of City Council the intersection of Winfield Terrace and Westbourne Terrace was again reviewed for potential all-way stop implementation. Based on the above results there is insufficient side street volume (average of only twelve vehicles during peak hours) to technically warrant an all-way stop. The Public Works Department therefore, does not support its implementation at this time as it will only result in unnecessary delays for local motorists.

RECOMMENDATION:

That an all-way stop not be implemented at the intersection of Winfield Terrace and Westbourne Terrace as warrants are not satisfied.

F.06.04.05

RECOMMEND ADOPTION

8. Report dated March 3, 1989, from the Commissioner of Public Works regarding a parking prohibition on Radcliffe Boulevard.

Currently, on-street parking is allowed for a maximum of three hours on Radcliffe Boulevard/Lynd Avenue, between Garnet Avenue and Blanefield Road.

Public Works personnel have reviewed on-street parking on Radcliffe Boulevard through these limits in response to concerns expressed by Councillor Kennedy and local residents.

In the interest of safety, parking should be prohibited on Radcliffe Boulevard through the road curve between Garnet Avenue and Blanefield Road. This parking prohibition will ensure a safer operation throughout this section of Radcliffe Boulevard.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking prohibition on both sides, throughout the road curve on Radcliffe Boulevard between a point 127 metres north-west of Blanefield Road and a point 45 metres north-westerly thereof.

F.06.04.02

RECOMMEND ADOPTION

9. Report dated March 3, 1989, from the Commissioner of Public Works regarding a parking prohibition on Dewberry Crescent.

Public Works personnel have reviewed on-street parking on Dewberry Crescent through the limits of the curve in response to concerns expressed by Mr. Santos.

In the interest of safety, parking should be prohibited on Dewberry Crescent through this curve. The parking prohibition will ensure a safer traffic operation through this section of Dewberry Crescent.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking prohibition on both sides throughout the road curve of Dewberry Crescent between a point 55 metres north of Lewes Way and a point 85 metres north easterly thereof.

F.06.04.02

RECOMMEND ADOPTION

10. Report dated February 13, 1989, from the Commissioner of Public Works in response to a request for extended parking privileges on Cherbourg Gardens.

City Council has approved that 12-hour extended parking will only be considered in residential areas where the individual residence has less than two on-site parking spaces without room for driveway expansion.

On the basis of existing on-site parking available at each residence on Cherbourg Gardens, and the fact that this request does not fulfill the criteria approved by City Council, the Public Works Department does not support this request.

RECOMMENDATION:

That extended 12-hour parking on Cherbourg Gardens not be implemented as the criteria of less than two on-site spaces with no room for expansion, has not been fulfilled.

F.06.04.02

RECOMMEND ADOPTION

11. Report dated March 7, 1989, from the City Clerk regarding the condition of rezoning that the existing Rathkeale Road in the vicinity of Eglinton Ave. West and Creditview Road be realigned and constructed at the expense of the adjacent property owner. The portion of Rathkeale Road, described as traversing Lots 6 and 7, Range 5 N.D.S., can therefore be closed and disposed of in accordance with City Policy to the abutting owners. The various concerned City Departments concur with the proposed closure.

RECOMMENDATION:

That the City Clerk be authorized to undertake the necessary procedures for the purpose of closing and conveying that portion of Rathkeale Road described as part of a travelled road through Lots 6 and 7, Range 5 N.D.S.

0Z/153/86
0Z/004/87

RECOMMEND ADOPTION

12. Report dated March 1, 1989, from the City Clerk regarding the proposed license agreement submitted by Kenneth Calder, for property on Mineola Road West which was acquired to accommodate the construction of a proposed bridge over the Credit River. Approximately 0.17 (7,530 sq. ft.) acres of the 1.15 acres is table land with the remainder 0.98 acres approximately, being below the top of the bank comprising the marsh lands.

The property is no longer required for bridge construction and now forms part of the Credit River Flats conservation lands to be retained in City ownership.

Mr. Kenneth Calder is processing a building permit and has requested the City to use the tableland portion to compliment his property. At this time, the property does not serve an active public use, and as such, the Recreation and Parks Department have indicated no objection to Mr. Calder's proposal provided that the use is limited to fencing and landscaping.

RECOMMENDATION:

That a by-law be enacted authorizing execution by the City of a License Agreement dated May 2, 1988 between the Corporation of the City of Mississauga and Kenneth Calder for a parcel of land located on the south side of Mineola Road West, west of Stavebank Road being part of Lot 6, Range 1, Credit Indian Reserve.

E.02.02.01(H)

RECOMMEND ADOPTION

13. Report dated March 6, 1989, from the City Clerk regarding a reconveyance of 0.30 m (1 ft.) reserves to adjoining developers.

In order to facilitate the residential development of File T-87041 (W) Phase II, the developers have requested the City lift several 0.30 m (1 ft.) reserves along Trelawny Court. The lifting of the reserves will result in legal road frontage being created.

The Public Works Department has approved the reconveyance of the 0.30 m (1 ft.) reserves to the adjacent land developers.

RECOMMENDATION:

That a by-law be enacted authorizing execution by the City of a reconveyance of 0.30 m (1 ft.) Reserves described as Blocks 60, 61 and 62 on Plan 43M-579 and Block 294 on Plan 43M-616 to Cinderhill Investments Limited and Block 293 on Plan 43M-616 to Archway Builders Limited and Cinderhill Investments Limited and further that Block 78 and 79 on Plan 43M-617 be reconveyed to Archway Builders Limited.

M-850

RECOMMEND ADOPTION

14. Report dated February 27, 1989, from the Commissioner of Public Works regarding a permanent easement to Consumers' Gas Company over Part of Block 37, Registered Plan 43M-850 designated as Part 2, Plan 43R-16179.

Pursuant to the Servicing Agreement for Registered Plan 43M-850, the City has been conveyed Block 37 to serve as a temporary turning circle. It is intended upon completion of municipal requirements that Block 37 will be conveyed by the City to Hydro Mississauga for the designated installation of a hydro sub-station.

In the meantime, Consumers' Gas has requested the City to provide an easement for a gas main over part of Block 37, designated as Part 2 on Plan 43R-16179. Consumers' Gas request for a permanent easement has been reviewed and approved by the Public Works Department and Hydro Mississauga, the end user of Block 37. The appropriate easement documentation has been submitted for execution by Consumers' Gas.

RECOMMENDATION:

That a by-law be enacted authorizing execution of a permanent easement in favour of the Consumers' Gas Company Ltd. over part of Block 37, Registered Plan 43M-850 designated as Part 2 on Plan 43R-16179 (lands located on Turney Drive).

M-850

RECOMMEND ADOPTION



Corporate Report

Received by MAR 07 1989
Clerk's Dept.

Clerk's Files M-467

Originator's
Files M-467
11-141-00045

DATE: February 17, 1989 OPERATIONS/WORKS MAR 15 1989

TO: Chairman and Members of the Operations and Works Committee

FROM: W. P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT: Assumption of the municipal services for Enola Residential Subdivision, Plan 43M-467, located south of Lakeshore Road East and west of Enola Avenue.

ORIGIN: Servicing Agreement between Gismondi Construction Limited and Talco Construction Limited (15 Cornelius Parkway, Toronto, Ontario, M6L 2K2), the City of Mississauga and the Region of Peel dated June 14, 1982.

COMMENTS: The subject development consists of 34 single family residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

CONCLUSION: It is now in order for the City of Mississauga to assume the municipal works in Plan 43M-467 and return the remaining securities to the developer.

RECOMMENDATION: That the City of Mississauga:

- a) assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Enola Residential Subdivision, Plan 43M-467, located south of Lakeshore Road East and west of Enola Avenue,

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V(a)

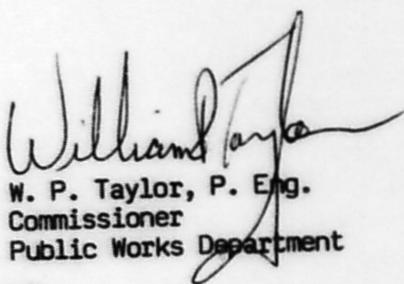
- 2 -

Operations and Works Committee

RECOMMENDATIONS (CONT'D):

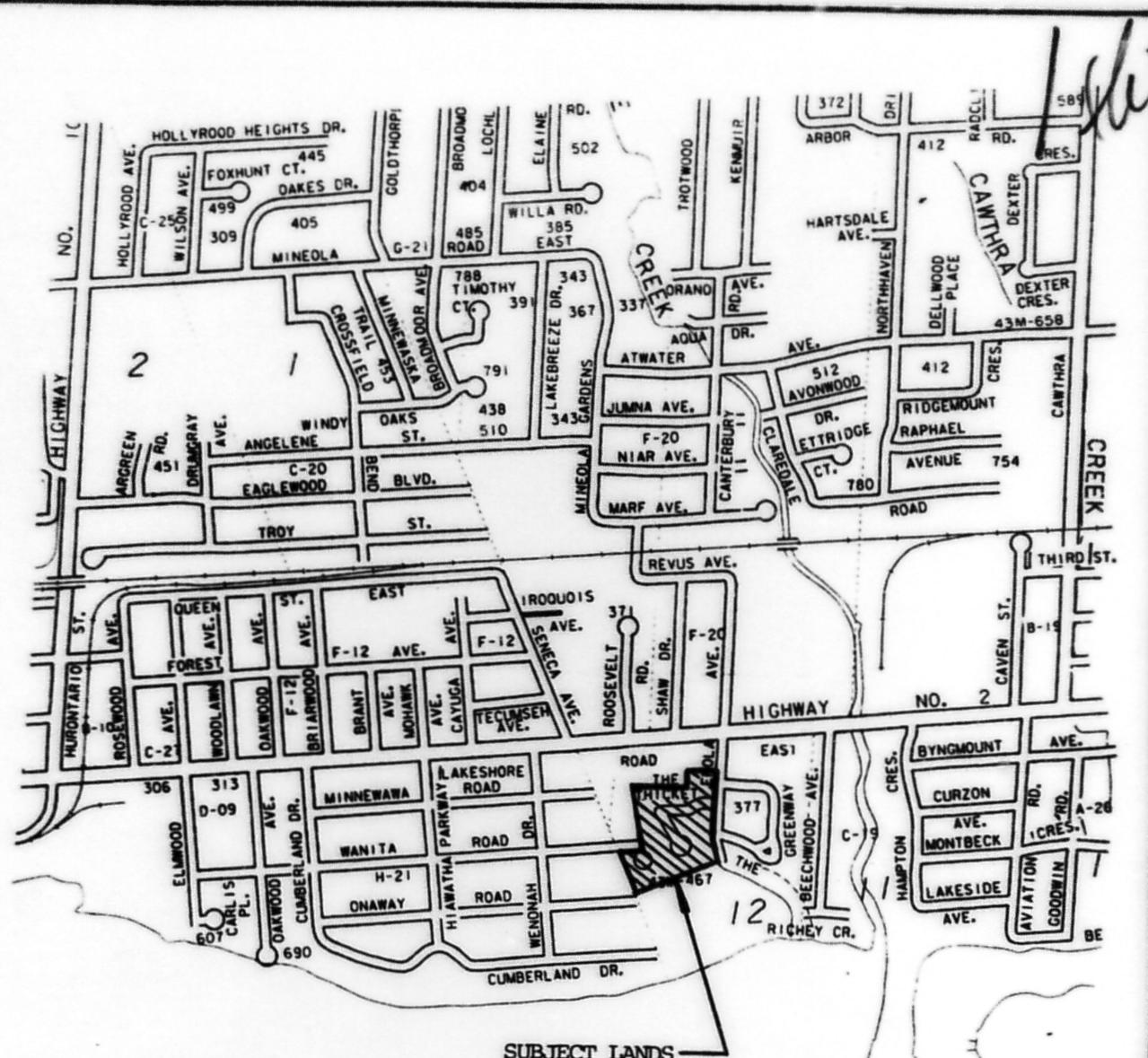
b) return the Letters of Credit for Plan 43M-467 currently valued at \$77,945.00 and \$9,955.00 to the developer, Gismondi Construction Limited and Talco Construction Limited,

c) enact a by-law establishing the road allowance within Plan 43M-467 as public highway and part of the municipal system of the City of Mississauga.


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

AP
D389E/223E

Enclosure



LAKE ONTARIO

 **MISSISSAUGA**
Public Works

DEVELOPMENT ENGINEERING

ENOLA RESIDENTIAL SUBDIVISION

PLAN 43M - 467



Corporate Report

Received by
Clerk's Dept.

Clerk's Files

Originator's Files

DATE: March 8, 1989 OPERATIONS/WORKS MAR 15 1989
TO: Chairman and Members of the Operations and Works Committee
FROM: W.P. Taylor, P. Eng., Commissioner, Public Works
SUBJECT: Vacant Fire Damaged Residential Building

COMMENTS: The subject of this report is a vacant and detached dwelling located at 232 Webster's Lane, being part Lot 6, Range 1 C.I.R., Mississauga.

The building is in a total state of disrepair, with major fire damage to the roof and interior, and the building is open to the elements.

Communications with the property owner, Benjamin Chladny, relating to the conditions have not resulted in any changes to the property. For this reason the attached draft by-law was prepared, and the authority for such by-law is found in the MUNICIPAL ACT which provides that the Council may require the owner to pull down and remove the building whithin a specified time, or in default thereof, it can be taken down by the City's forces, at the owners expense.

RECOMMENDATION: That the attached by-law authorizing the pulling down of the free standing building, at the owners expense at 232 Webster's Lane, Mississauga, be enacted and passed by the Mayor and Clerk and the Corporate Seal be affixed thereto.

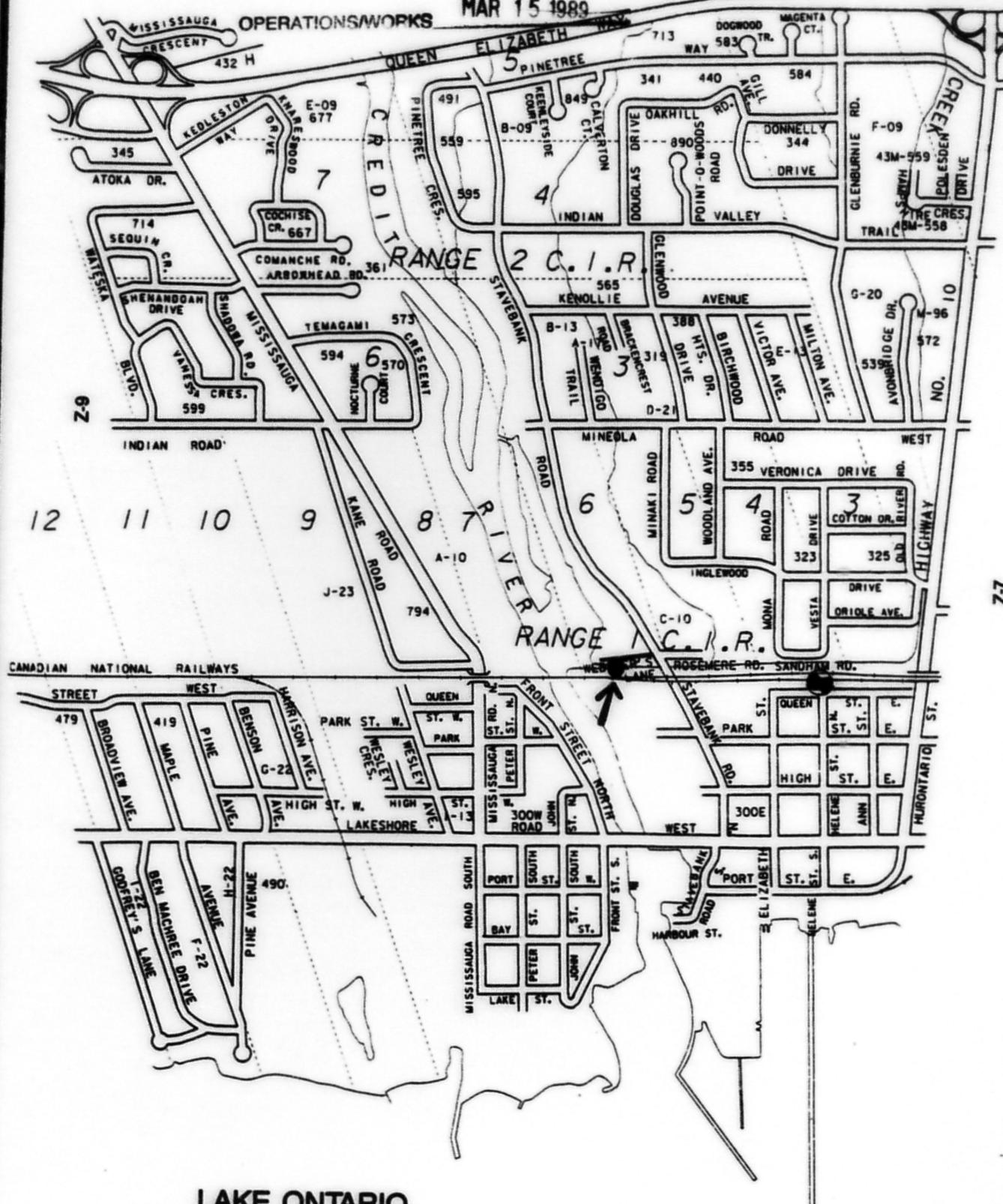
William P. Taylor, P. Eng.
Commissioner, Public Works

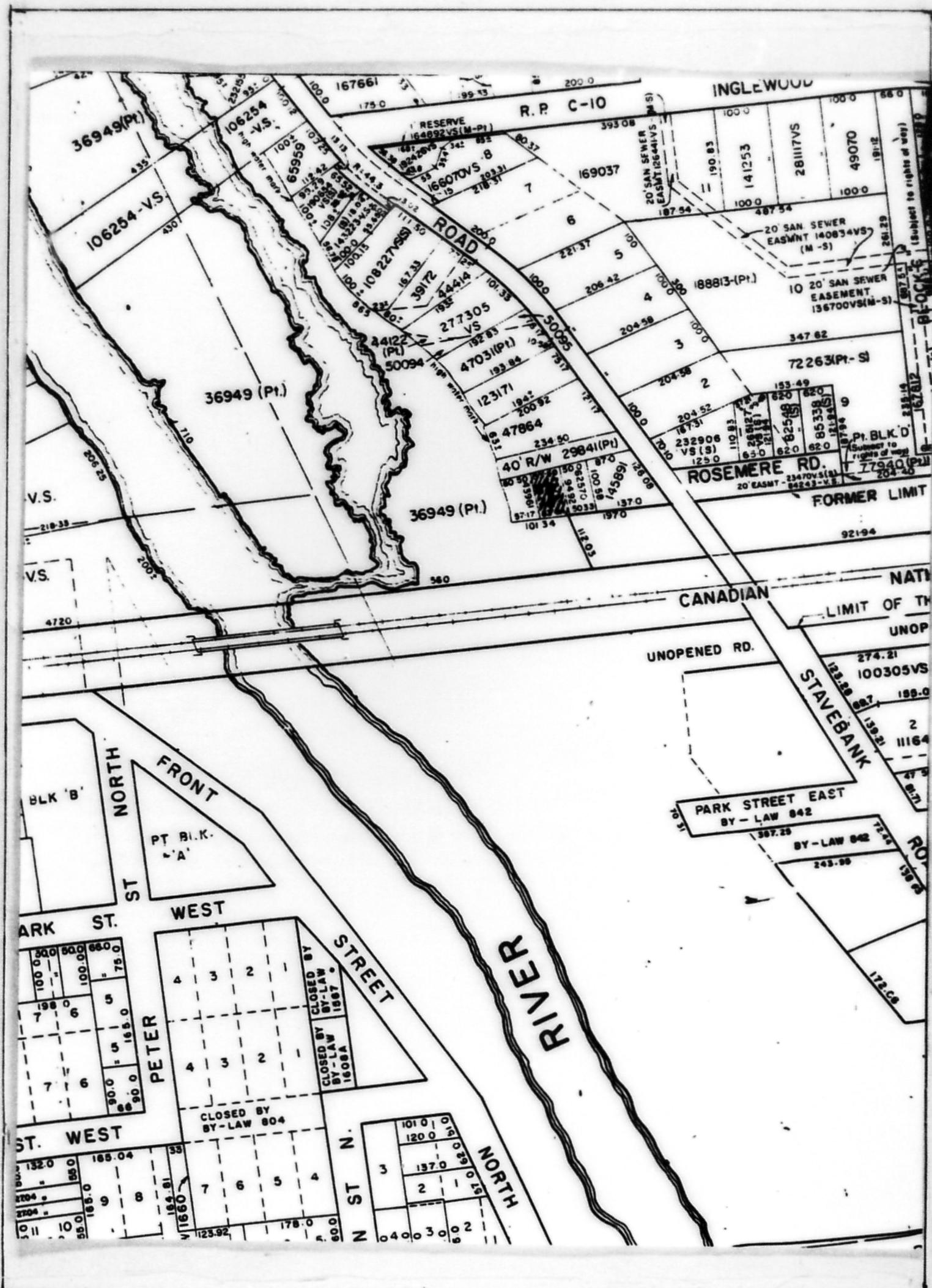
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c.c. B.Payton

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MAR 15 1980







Corporate Report

Received by MAR 07 1989
Clerk's Dept.

Clerk's Files F.02.10.01

3

OPERATIONS/WORKS MAR 15 1989

Originator's
Files 11 141 00045
12 111 00014

DATE: February 20, 1989.
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, Commissioner of Public Works
SUBJECT: Proposed street name change for the portion of The Queensway West between Mavis Road and Glengarry Road. (see attached sketch)

ORIGIN: Councillor D. Culham

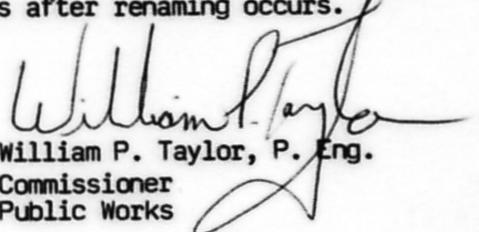
COMMENTS: A petition from the residents of The Queensway West between Mavis Road and Glengarry Road was forwarded to Councillor D. Culham supporting the renaming of this section of The Queensway West. Based on this petition it appears that over 66% of the owners are in favour of this street name change (attached is a copy of the petition). This proposal is acceptable from a technical point of view.

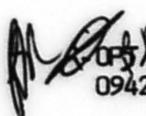
Nedia Moroz of 747 The Queensway West presented several alternative street names to the City. The Region of Peel Street Names Committee at their meeting of May 4, 1988 approved the names "Adrian Way", "Dingle Way", "Desmond Drive" and "Nedry Drive".

The residents support the renaming of The Queensway West, west of Mavis Road to "Adrian Way".

RECOMMENDATION: With respect to the street name change of The Queensway West from Mavis Road to Glengarry Road:

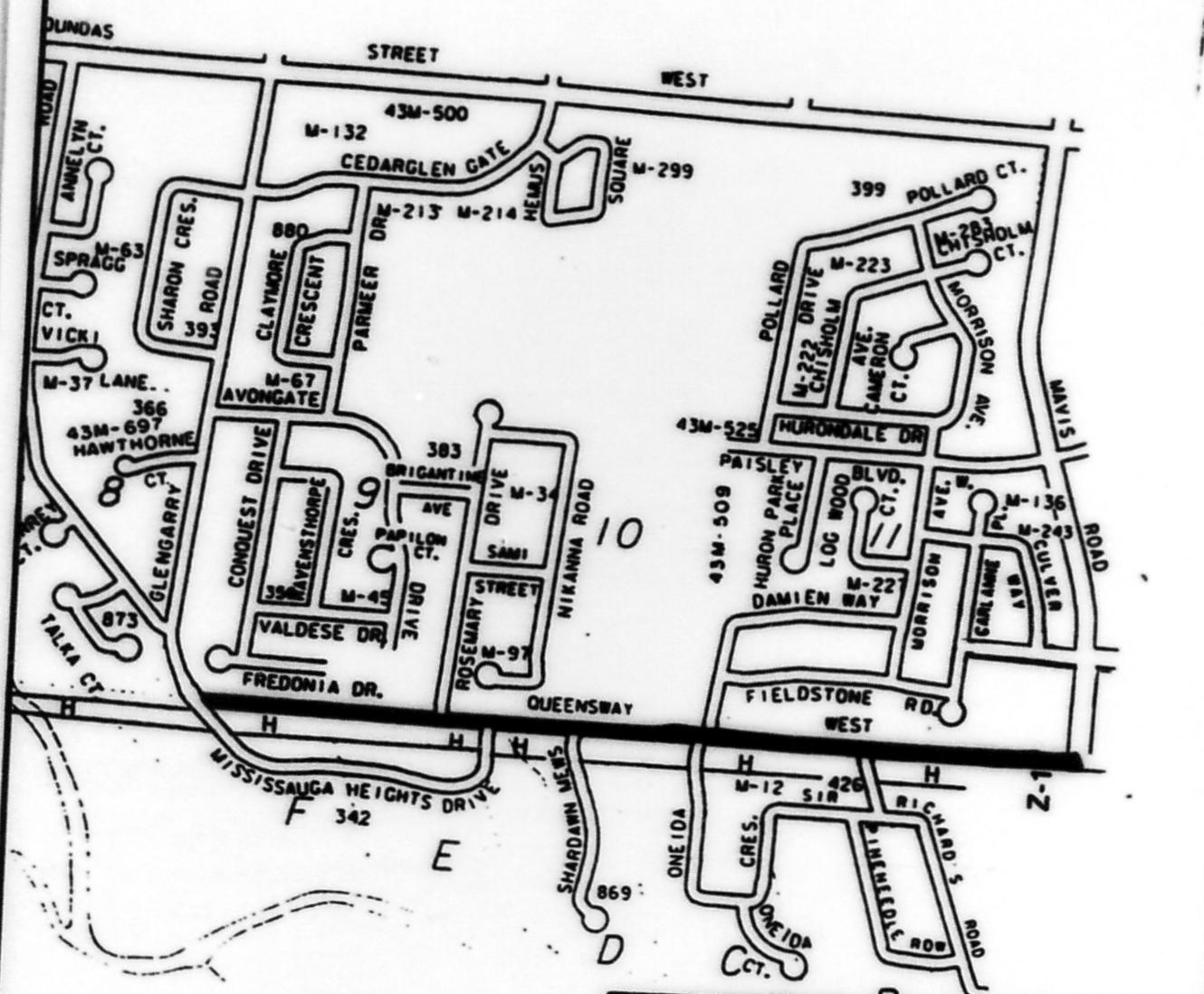
- (a) That "Adrian Way" be approved as a street name and that the necessary by-law be enacted to rename The Queensway West from Mavis Road to Glengarry Road to "Adrian Way".
- (b) That the street be double signed indicating both names for a period of two years after renaming occurs.


William P. Taylor, P. Eng.
Commissioner
Public Works


M. P. Taylor
0942E/0259E

32(G)

Z-23



November 09, 1988

JAN 12

3(h)

COUNCILLORS

Councillor David J. Culham
Ward 6
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Dear Sir:

**RE: REMANING THE QUEENSWAY WEST,
WEST OF MAVIS ROAD**

As residents of the Queensway West, we support renaming the Queensway West, west of Mavis Road to "Adrian Way".

NAME	ADDRESS	TELEPHONE NO.
------	---------	---------------

K. Rowland	739 Queensway W, Mississauga	272-0157
J. Rowland	739 Queensway W. Miss.	272-0157
J. Morris	747 Queensway W.	277-0906
J. Gifford	747 Queensway W.	277-0906
J. W. Martin	699 Queensway W.	279-4652

[REDACTED]

J. Tapp	709 Queensway	because of the no business
Mr. John Jeannine	691 Queensway W.	279-5481
Mary Scott	711 Queensway W.	277-9283
J. Grant	761 Queensway W.	277-9283
Phyllis Allie	777 Queensway W.	276-7359
Deborah	777 Queensway West	276-7389
J. Johnson	715 Queensway W.	112
Mr. McCall	961 Queensway W.	110
Mr. McBain	923 Queensway W.	116
Mr. Doreen (981)	923 Queensway W.	116
	Queensway west and east road	116

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November 09, 1988

Councillor David J. Culham
Ward 6
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Dear Sir:

**RE: RENAMING THE QUEENSWAY WEST,
WEST OF MAVIS ROAD**

As residents of the Queensway West, we support renaming the Queensway West, west of Mavis Road to "Adrian Way".

NAME	ADDRESS	TELEPHONE NO.
Jones	947 Queenway w	160.
Mr. MANOEL RODRIGUES	767 QUEENSWAY	897-7062
Chellier (699193 Ontario Ltd)	830 Queenway West, Miss. (2 vacant lots and 4 story house)	273-3390



Corporate Report

Received by
Clerk's Dept.

Clerk's Files

Originator's
Files

11 141 00045
13 211 89223

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DATE: March 3, 1989. MAR 15 1989
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Request for Banner Installations.

ORIGIN: Ray Seto, 'just cameras ltd.' 800 Dundas Street East, Mississauga,
L4Y 2B6 (273-3225).

COMMENTS: 'just cameras ltd.' have requested that banners to promote
"Discover Mississauga '89" be installed at the following locations:

C.P. Rail Overpasses:

- (i) Hurontario Street at John Street;
- (ii) Burnhamthorpe Road at Creditview Road, and also
- (iii) Observation deck of Clock Tower at the Civic Centre.

The banners would be installed at C.P. Rail overpasses on March 27, 1989 and on May 1, 1989 at the Clock Tower. The objectives of this event include promoting of photography as well as the City of Mississauga, and to encourage community involvement.

Although permission has been granted to erect banners at the C.P. Rail overpasses in the past, it is not Council policy to allow any outside agencies to erect advertisements on the Civic Centre Clock Tower.

CONCLUSION:

The Public Works Department has no objections to allowing banners to be installed at the two C.P. Rail overpasses provided that the following conditions are maintained:

- (a) Completion of a Banner Permit at least five days prior to installation;
- (b) Proof of arrangements for liability insurance in the amount of at least two million dollars with the City named as co-insured;
- (c) Written permission from C.P. Rail for the use of the trestles.

It has been Council's policy to not allow any outside agencies to erect advertisements on the Civic Centre Clock Tower.

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Chairman and Members of the
Operations and Works Committee

- 2 -

February 22, 1989.

HO



RECOMMENDATION: (A)

That Ray Seto of 'just cameras ltd.' be advised that the City of Mississauga approves the proposal to install "Discover Mississauga '89" banners on the C.P. Rail overpasses on Hurontario Street at John Street, and Burnhamthorpe Road at Creditview Road from March 27, 1989 to April 29, 1989 provided that the following conditions are met:

- (i) Completion of a Banner Permit at least five days prior to installation;
- (ii) Proof of arrangements for liability insurance in the amount of at least two million dollars with the City named as co-insured;
- (iii) Written permission from C.P. Rail for the use of the trestles.

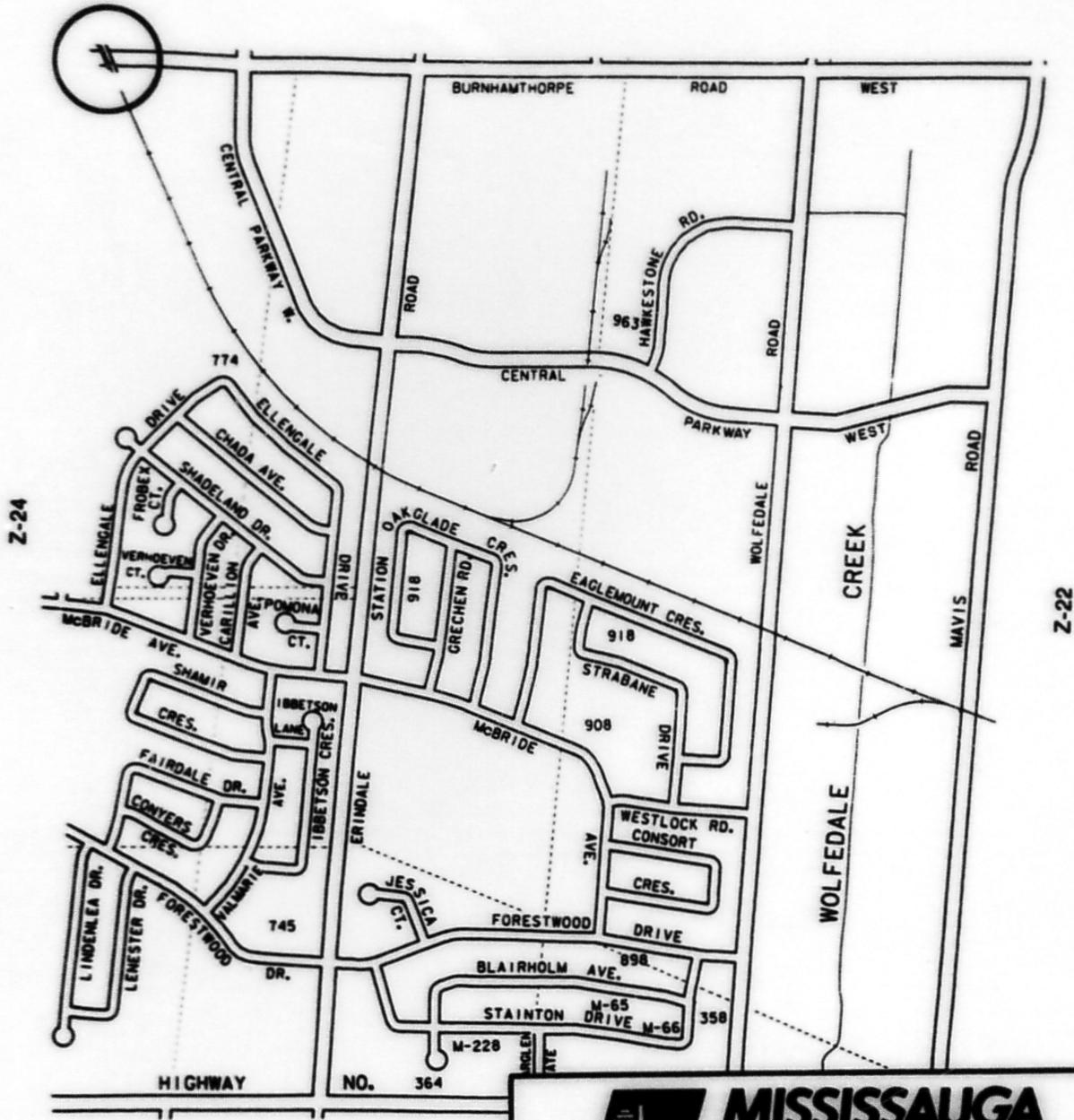
(B) That permission not be granted to Mr. Ray Seto of 'just cameras ltd.' to install a promotional banner on the Clock Tower of the Civic Centre.

William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

RG/dab
0594E.

Z-30

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4(c)

Z-29

Z-23

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MISSISSAUGA Public Works

TRAFFIC & TRANSPORTATION

PROPOSED BANNER INSTALLATION



Corporate Report

Received by
Clerk's Dept.

Clerk's Files

5

Originator's
Files

11 141 00045
11 161 00011
13 211 00036

DATE: March 3, 1989. **OPERATIONS/WORKS** **MAR 15 1989**
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Safety Concerns - Intersection of Hurontario Street and Matheson Boulevard.

ORIGIN: Request from the employees of the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board. Report Request No. 12-89.

BACKGROUND: Staff members of both the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board have raised a number of concerns regarding driving conditions at the intersection of Hurontario Street and Matheson Boulevard. They are concerned about the visibility in making left hand turns from the northbound and southbound left turn lanes, combined with the speed of traffic on Hurontario Street. Also, during the afternoon peaks it is difficult to exit the two Board properties due to congestion caused by 'u'-turning traffic on Matheson Boulevard west of Hurontario Street.

COMMENT: City Council has approved the reduction of the posted speed limit on Hurontario Street from 80 km/h to 60 km/h between Britannia Road and Eglinton Avenue. At present this amendment to the Traffic By-law is awaiting approval of the Region of Peel. This speed reduction should assist motorists making left hand turns from Hurontario Street to Matheson Boulevard. In addition, the Public Works Department has reviewed the signal timing at this intersection and recognize that the northbound traffic volume on Hurontario Street has increased. For this reason the northbound left turn arrow, which only operates in the a.m. peak traffic period, will be made operable for the entire day.

During the p.m. peak traffic period it has been observed that motorists westbound on Matheson Boulevard attempt to avoid the heavy volume of left turning traffic at Hurontario Street by crossing Hurontario Street, making a 'u'-turn, then a right turn in the southbound direction. Employees exiting from the Board properties experience delays and conflicts due to the congestion caused by the 'u'-turning traffic. Therefore, in the interest of safety, 'u'-turns should be prohibited on Matheson Boulevard from Hurontario Street to a point 150 metres west thereof, to ensure safer traffic operations within the area.

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Chairman and Members of the
Operations and Works Committee

- 2 -

March 3, 1989.

A work order has been issued to restrict parking on Matheson Boulevard east and west of Hurontario Street for 60 metres in accordance with the By-law regulations covering traffic signal clearances.

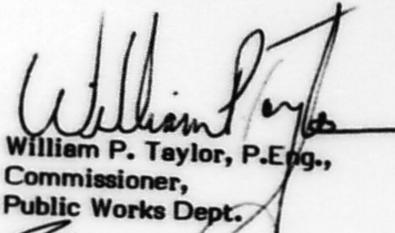
There are two road projects that will commence this year that should ease the pressure in this intersection. Kennedy Road is being reconstructed and widened from Eglinton Avenue to Matheson Boulevard. This will provide an alternate route into and out of the area east of Hurontario Street. McLaughlin Road is being reconstructed and Matheson Boulevard will be open between McLaughlin Road and Hurontario Street. Once these projects have been completed the intersection operation will again be reviewed.

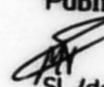
CONCLUSION:

In the interest of safety, 'u'-turns should be prohibited on Matheson Boulevard from the west limit of Hurontario Street to a point 150 metres west thereof, to ensure safer traffic operations within the area. The northbound left turn arrow, which only operates in the a.m. peak traffic period, will be made operable for the entire day.

RECOMMENDATION:

That a by-law be enacted to amend by-law 444-79, as amended, to implement a 'u'-turn prohibition on Matheson Boulevard from the west limit of Hurontario Street to a point 150 metres west thereof.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.


SL/dab
0594E.5





Corporate Report

Received by
Clerk's Dept.

Clerk's Files

MAR 15 1989

OPERATIONS/WORKS

Originator's
Files

11 141 00045
13 211 00011

DATE: March 3, 1989.

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Traffic Concerns:

- Truscott Drive/Sandgate Crescent
- Truscott Drive/Lewisham Drive.

ORIGIN: Report Request No. 343-88. Councillor Mullin, Mrs. Jan Hemmings (2575 Chalkwell Close), Mrs. Betty Munro (1415 Sandgate Crescent).

BACKGROUND: At the Operations and Works Committee meeting of October 26, 1988 the Public Works Department was requested to determine what safety measures are necessary to alleviate the traffic problems on Truscott Drive at Sandgate Crescent and Lewisham Drive. Residents are requesting all-way stops or traffic signals to assist motorists and pedestrians across Truscott Drive.

COMMENTS: Truscott Drive is a two-lane major collector roadway that services approximately 14,000 vehicles daily. The function of this roadway is to collect traffic from local residential streets and channelize it onto the arterial roadway system. Some through traffic is expected during peak periods.

Manual turning movement counts were conducted on Truscott Drive at Sandgate Crescent and Lewisham Drive in November 1988 to determine if all-way stops or traffic signals are warranted.

At the intersection of Truscott Drive and Sandgate Crescent traffic studies indicated that an all-way stop was not warranted due to the low traffic volumes on Sandgate Crescent. Vehicles on Sandgate Crescent experienced minimal delays when entering Truscott Drive. The resultant warrant calculations, derived from the a.m. and p.m. peak traffic hours, averaged, are as follows:

Part 'A'	Volume from all approaches	287%
Part 'B'	Minor street volume	47%

Both parts 'A' and 'B' must be fulfilled to at least 100% to warrant an all-way stop. This ensures that motorists on the major street are not delayed unnecessarily. Implementing an unwarranted all-way stop often generates a lack of stopping compliance and a disregard for stop controls in general, frequently reducing the level of safety at the intersection. A review of the accident collision records indicate that no reportable collisions have occurred at this intersection since December 24, 1984. Traffic signals are not warranted at this intersection.

Chairman and Members of the
Operations and Works Committee

- 2 -

March 3, 1989.

6(a)

Traffic studies indicate that traffic signals are warranted at Truscott and Lewisham Drive based on the combination of vehicle volumes and delays at this intersection.

Peel Regional Police have been requested to enforce the 50 km/h speed limit on Truscott Drive.

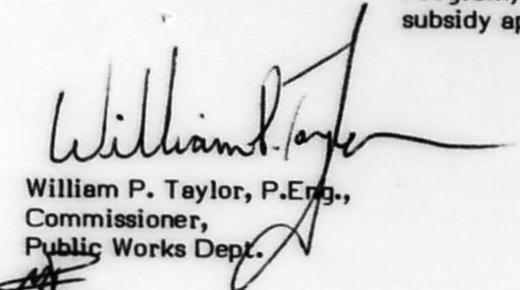
CONCLUSION:

Truscott Drive is a major link in the road network and is expected to carry moderately high volumes of traffic. The inclusion of an unwarranted all-way stop at Sandgate Crescent would severely reduce the efficiency of this roadway causing increased vehicle delays and driver frustration.

The inclusion of traffic signals on Truscott Drive at Lewisham Drive should not cause any major operational problem. Traffic signal timings are designed on a demand basis, therefore, major queuing problems would not be anticipated on Truscott Drive. Truscott Drive at Lewisham Drive has been included in the 1989 Traffic Signal Construction Program, which is subject to the Ministry of Transportation Ontario's subsidy approval.

RECOMMENDATION:

- (a) That an all-way stop not be implemented at the intersection of Truscott Drive and Sandgate Crescent.
- (b) That a traffic signal be installed at Truscott Drive at Lewisham Drive as part of the 1989 Signal Construction Program, subject to the Ministry of Transportation Ontario's subsidy approval.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

ES/dab
0594E.4



Corporate Report

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MAR 07 1989

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F.06-04.05

Originator's
Files

11 141 00045

13 211 00029

OPERATIONS/WORKS MAR 15 1989

DATE: March 3, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Request for all-way stop at Winfield Terrace and Westbourne Terrace.

ORIGIN: City Council Meeting of November 28, 1988.
Report Request No. 362-88.

BACKGROUND: At the City Council meeting of November 28, 1988 Council requested that the implementation of an all-way stop at Winfield Terrace and Westbourne Terrace be referred to the Public Works Department for a further report.

COMMENTS: Manual turning movement counts were conducted at this location on September 8, 1988 and January 19, 1989 and the results of the all-way stop warrant calculations, derived from the a.m. plus p.m. peak traffic hour, averaged, are as follows:

September 8, 1988:
Part 'A' Volume from all approaches 63%
Part 'B' Minor street volume 34%

January 19, 1989:
Part 'A' Volume from all approaches 94%
Part 'B' Minor street volume 23%

Both parts 'A' and 'B' individually must fulfill the minimum requirements of 100% for the all-way stop warrant to be satisfied.

A collision history at this location revealed that one accident has occurred since construction of this location. The accident involved a pedestrian, and some residents of the area suggested at that time that an all-way stop be implemented. Studies indicate that all-way stop warrants were not fulfilled. This location has been assessed and a review indicated that the presence of an all-way stop would not have prevented such an accident.

CONCLUSION: At the request of City Council the intersection of Winfield Terrace and Westbourne Terrace was again reviewed for potential all-way stop implementation. Based on the above results there is insufficient side street volume (average of only twelve vehicles during peak hours) to technically warrant an all-way stop. The Public Works Department therefore, does not support its implementation at this time as it will only result in unnecessary delays for local motorists.

Chairman and Members of the
Operations and Works Committee

- 2 -

March 3, 1989.

W.P.T.

RECOMMENDATION:

That an all-way stop not be implemented at the
intersection of Winfield Terrace and Westbourne Terrace
as warrants are not satisfied.

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

W.P.T.
/dab
0594E.3

MISSISSAUGA
 Corporate
Report

Received by
Clerk's Dept.

Clerk's Files

MAR 15 1989

OPERATIONS/WORKS

Originator's
Files

II 141 00045
II 161 00011
13 2II 00007

DATE: March 3, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Parking Prohibition - Radcliffe Boulevard.

ORIGIN: Councillor Kennedy, Ward 1.

COMMENTS: Currently, on-street parking is allowed for a maximum of three hours on Radcliffe Boulevard/Lynd Avenue, between Garnet Avenue and Blanefield Road.

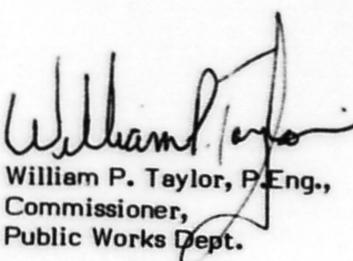
Public Works personnel have reviewed on-street parking on Radcliffe Boulevard through these limits in response to concerns expressed by Councillor Kennedy and local residents.

Vehicles are consistently parked on both sides of the roadway along the road curve (as shown on the attached diagram). Due to the narrow width of this roadway it is very difficult for drivers to see oncoming vehicles when negotiating this curve.

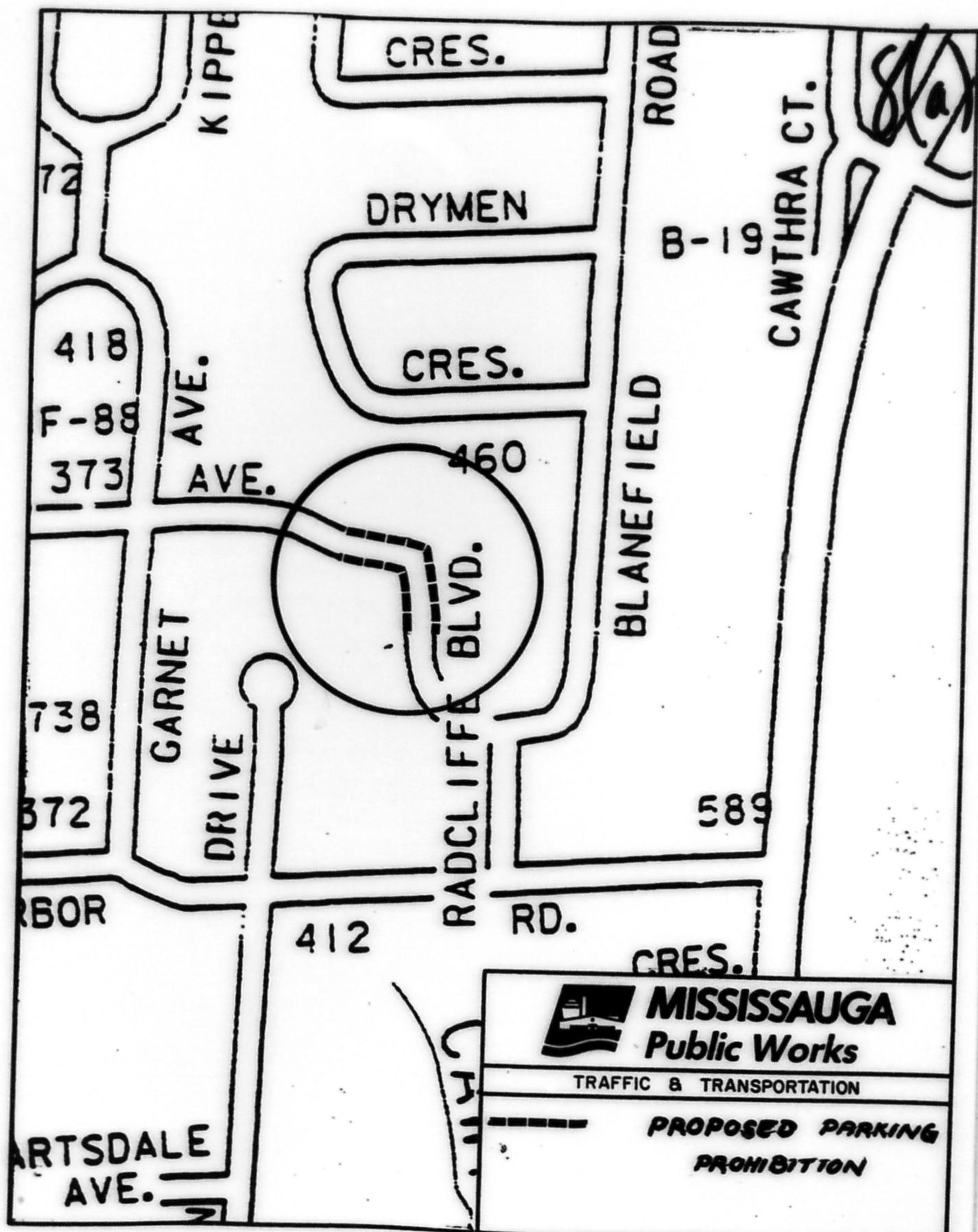
Driver visibility and safety would be greatly increased if parking were prohibited through the curved section of Radcliffe Boulevard.

CONCLUSION: In the interest of safety, parking should be prohibited on Radcliffe Boulevard through the road curve between Garnet Avenue and Blanefield Road. This parking prohibition will ensure a safer operation throughout this section of Radcliffe Boulevard.

RECOMMENDATION: That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking prohibition on both sides, throughout the road curve on Radcliffe Boulevard between a point 127 metres north-west of Blanefield Road and a point 45 metres north-westerly thereof.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

TVK/dab





Corporate Report

OPERATIONS/WORKS

MAR 15 1989

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Clerk's Files

Originator's
Files

II 14I 00045
II 16I 000II
I3 2II 00026

DATE:

March 3, 1989.

TO:

Chairman and Members of the Operations and Works Committee.

FROM:

William P. Taylor, P.Eng., Public Works Department.

SUBJECT:

Parking Prohibition - Dewberry Crescent.

ORIGIN:

Mr. Santos, 1570 Dewberry Crescent, Mississauga, L5L 3B7.

COMMENTS:

Public Works personnel have reviewed on-street parking on Dewberry Crescent through the limits of the curve in response to concerns expressed by Mr. Santos.

After the site inspection the Public Works Department recommended to Councillor Prentice's office that parking be prohibited through the curved portion of Dewberry Crescent on both sides. Councillor Prentice requested that the affected residents be notified and given an opportunity to comment on any proposed prohibitions.

A public notice was distributed January 18, 1989 to the affected residents to inform them of the proposed parking prohibition and requesting their comments and concerns. Approximately fifteen residents are within the proposed limits of the prohibition and only three contacted Public Works staff with any concerns. Of these three residents only one opposed the prohibition based on the fact that they felt that motorists recognize this area as a dangerous area to park and parked vehicles have not been a problem for them in the past.

Since only one objection was received, it is felt that residents are in favour of the proposed parking prohibition. The Public Works Department therefore supports this prohibition through the curved portion of Dewberry Crescent.

CONCLUSION:

In the interest of safety, parking should be prohibited on Dewberry Crescent through this curve. The parking prohibition will ensure a safer traffic operation through this section of Dewberry Crescent.

.../2

Chairman and Members of the
Operations and Works Committee

- 2 -

March 3, 1989.

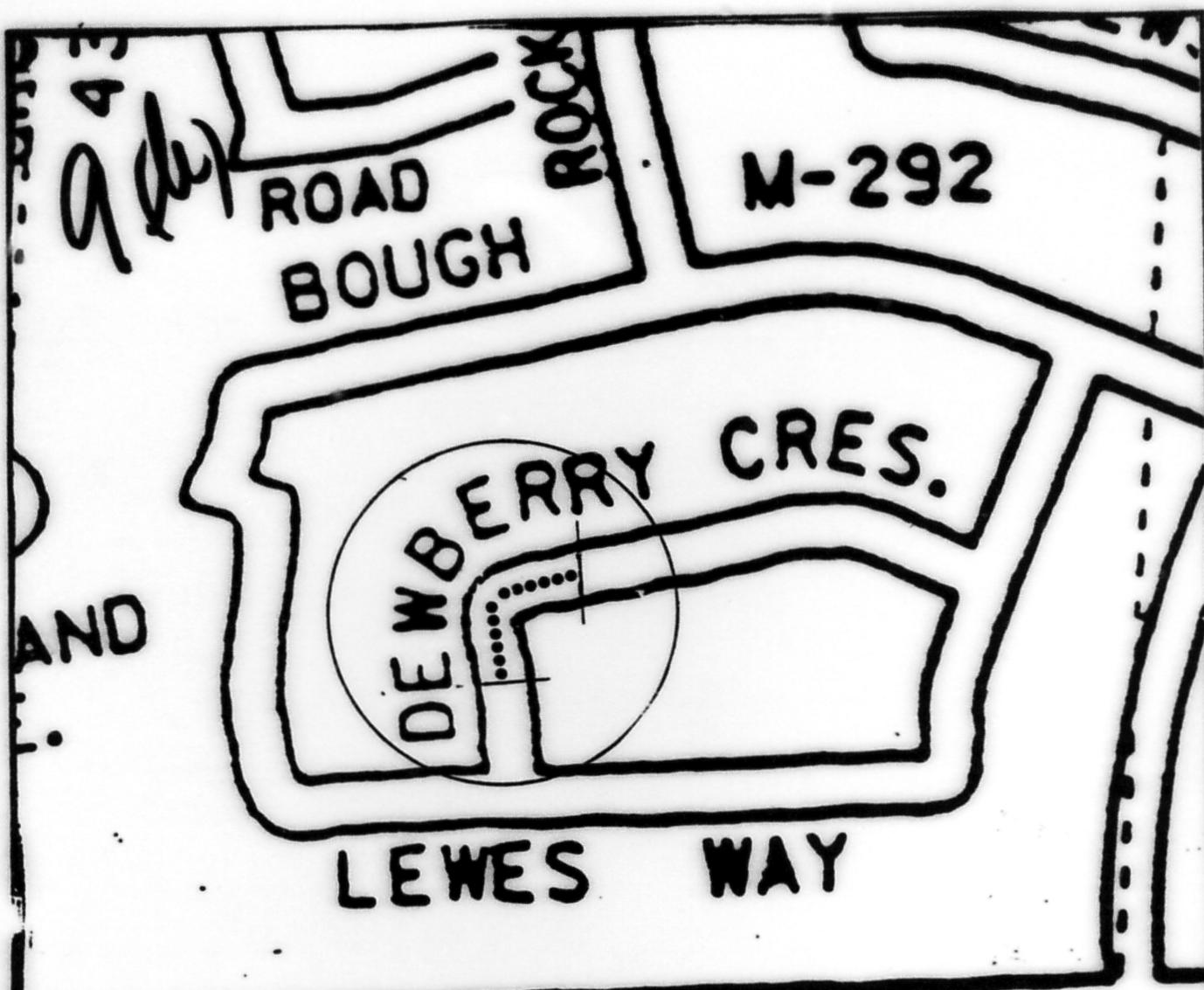
9(a)

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking prohibition on both sides throughout the road curve of Dewberry Crescent between a point 55 metres north of Lewes Way and a point 85 metres north easterly thereof.

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

SL/dab
0594E



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION



PROPOSED PARKING PROHIBITION
ON DEWBERRY CRESCENT



Corporate Report

Received by
Clerk's Dept. MAR 07 1989

Clerk's Files F.06.04.02

10

MAR 15 1989

OPERATIONS/WORKS

Originator's
Files

II 141 00045
I3 2II 00046

DATE: February 13, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Request for Extended Parking Privileges - Cherbourg Gardens.

ORIGIN: Councillor Southorn and a petition on behalf of the area residents from Milton Papageorgiou, 6946 Cherbourg Gardens, Mississauga, Ontario, L5N 1M9.

BACKGROUND: Councillor Southorn has requested the Public Works Department review the feasibility of implementing 12-hour parking on Cherbourg Gardens, and report the results to the Operations and Works Committee.

COMMENTS: City Council has approved that 12-hour extended parking will only be considered in residential areas where the individual residence has less than two on-site parking spaces without room for driveway expansion.

With respect to this request a review by the Public Works staff indicates that all residences on Cherbourg Gardens have a minimum of three on-site spaces, including garage, and there appears to be room for driveway expansion in many cases.

Although the petition forwarded through Councillor Southorn's office includes an endorsement by the majority of residents, it is felt that this request is based on convenience rather than necessity.

CONCLUSION: On the basis of existing on-site parking available at each residence on Cherbourg Gardens, and the fact that this request does not fulfill the criteria approved by City Council, the Public Works Department does not support this request.

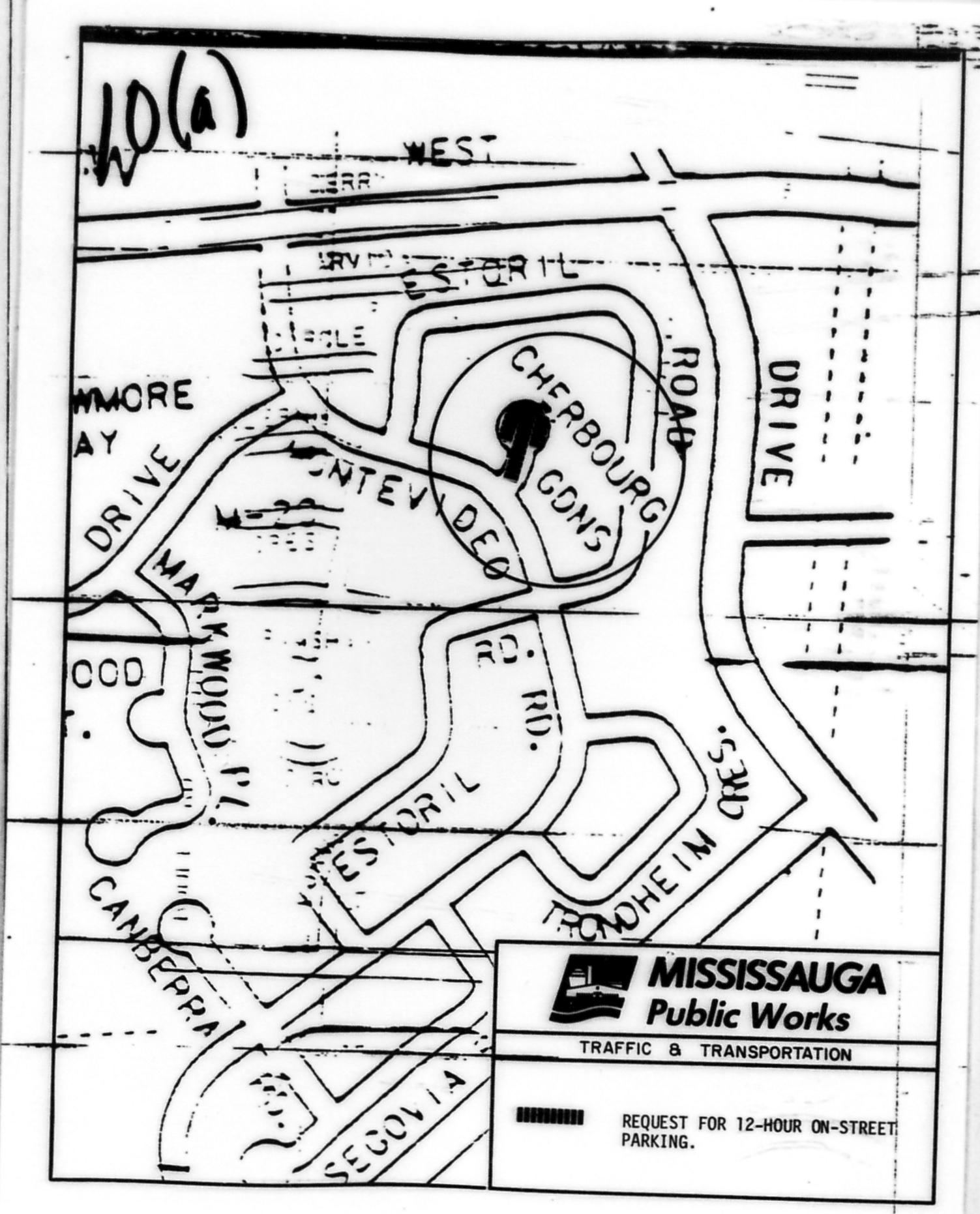
RECOMMENDATION: That extended 12-hour parking on Cherbourg Gardens not be implemented as the criteria of less than two on-site spaces with no room for expansion, has not been fulfilled.

William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

5094E

10(a)

WEST





Corporate Report

Received by
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Clerk's Files OZ/153/86
OZ/004/87

11
Originator's
Files

DATE: March 7, 1989 MAR 15 1989

TO: Chairman and Members of the OPERATIONS/WORKS
Operations and Works Committee

FROM: Terence L. Julian
City Clerk

SUBJECT: Partial Closure of Rathkeale Road.

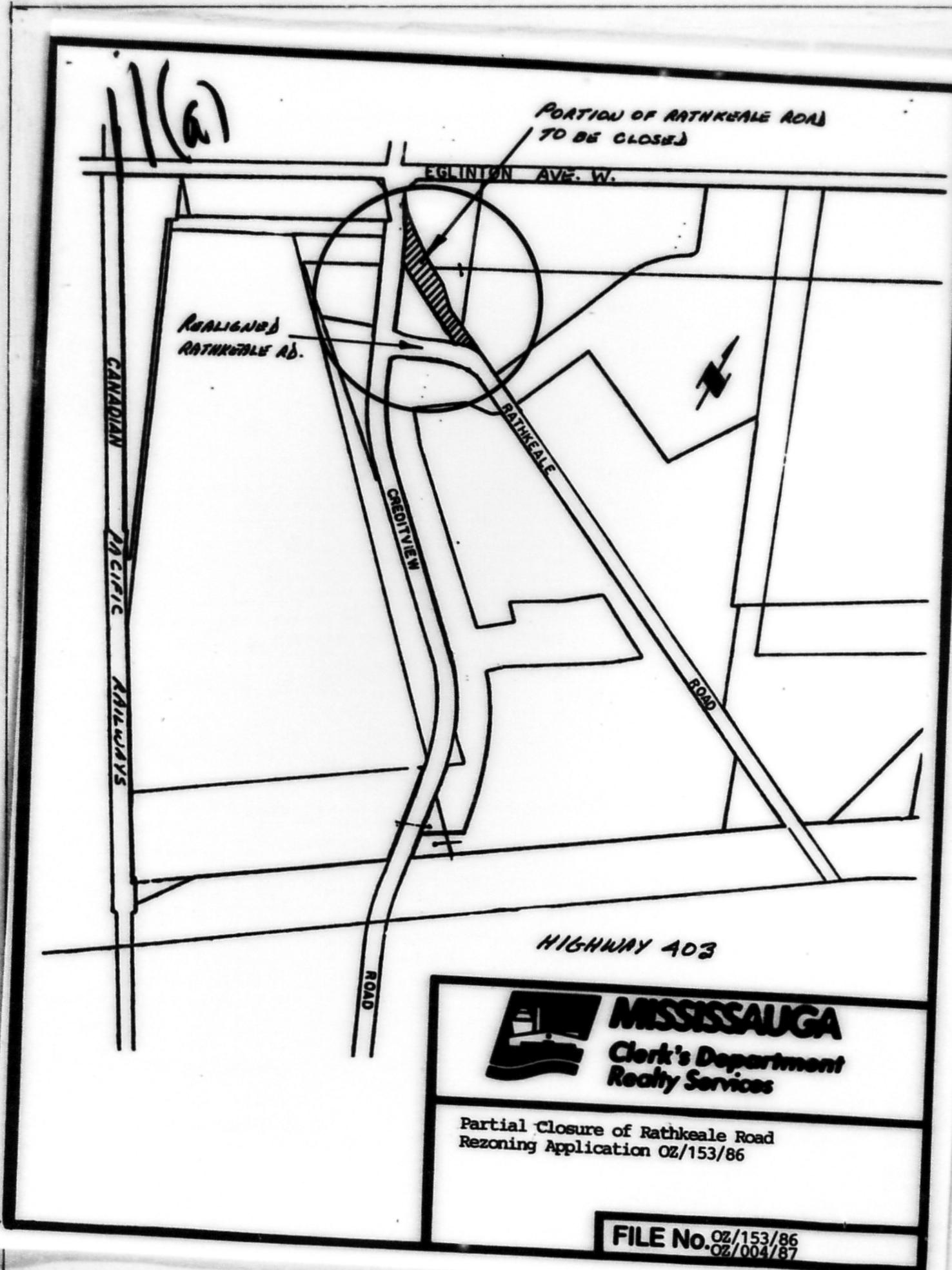
ORIGIN: Rezoning Application OZ/153/86.

COMMENTS: As a condition of rezoning the existing Rathkeale Road in the vicinity of Eglinton Ave. West and Creditview Road has been realigned and constructed at the expense of the adjacent property owner. The portion of Rathkeale Road, described as traversing Lots 6 and 7, Range 5 N.D.S., can therefore be closed and disposed of in accordance with City Policy to the abutting owners.
The various concerned City Departments concur with the proposed closure.

RECOMMENDATION: That the City Clerk be authorized to undertake the necessary procedures for the purpose of closing and conveying that portion of Rathkeale Road described as part of a travelled road through Lots 6 and 7, Range 5 N.D.S.


Terence L. Julian
City Clerk

PL
SS:mc



 **Corporate Report**

Received by
Clerk's Dept.

Clerk's Files E.02.02.01 (H)

Originator's
Files

12

DATE: March 1, 1989 MAR 15 1989

TO: Chairman and Members of the OPERATIONS/WORKS
Operations and Works Committee

FROM: Terence L. Julian
City Clerk

SUBJECT: Proposed License Agreement, submitted by Kenneth Calder, for
property on Mineola Road West, being Part of Lot 6, Range 1,
C.I.R.

ORIGIN: Request by Kenneth Calder by letter dated October 9, 1987.

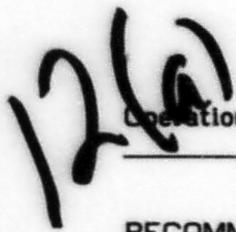
BACKGROUND: In 1966 the City acquired a parcel of land comprising an area of 1.15 acres on the south side of Mineola Road West, west of Stavebank Road. The purpose of the acquisition was to accommodate the construction of a proposed bridge over the Credit River. Approximately 0.17 (7,530 sq. ft.) acres of the 1.15 acres is table land with the remainder 0.98 acres approximately, being below the top of the bank comprising the marsh lands.

COMMENTS: The property is no longer required for bridge construction and now forms part of the Credit River Flats conservation lands to be retained in City ownership.

Mr. Kenneth Calder is processing a building permit and has requested the City to use the tableland portion to compliment his property. At this time, the property does not serve an active public use, and as such, the Recreation and Parks Department have indicated no objection to Mr. Calder's proposal provided that the use is limited to fencing and landscaping.

The License Agreement prepared by the Legal Department and signed by Kenneth Calder is for a term of five years. The License arrangement with Mr. Calder is at a nominal sum of \$2.00 per year in recognition that the property is to revert to the City if required for conservation or other municipal purposes upon fourteen days notice.

The fencing and maintenance of the City property by Mr. Calder will also alleviate complaints from the local residents pertaining to the contravention of the litter and parking by-law. The property was used extensively for illegal parking by individuals fishing on the Credit River.



Operations and Works Committee

- 2 -

March 1, 1989

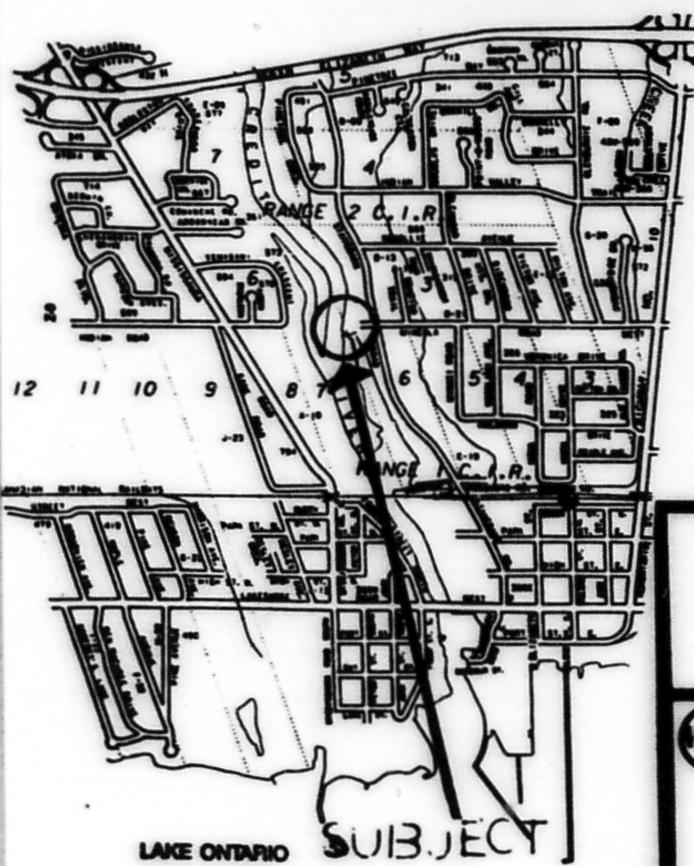
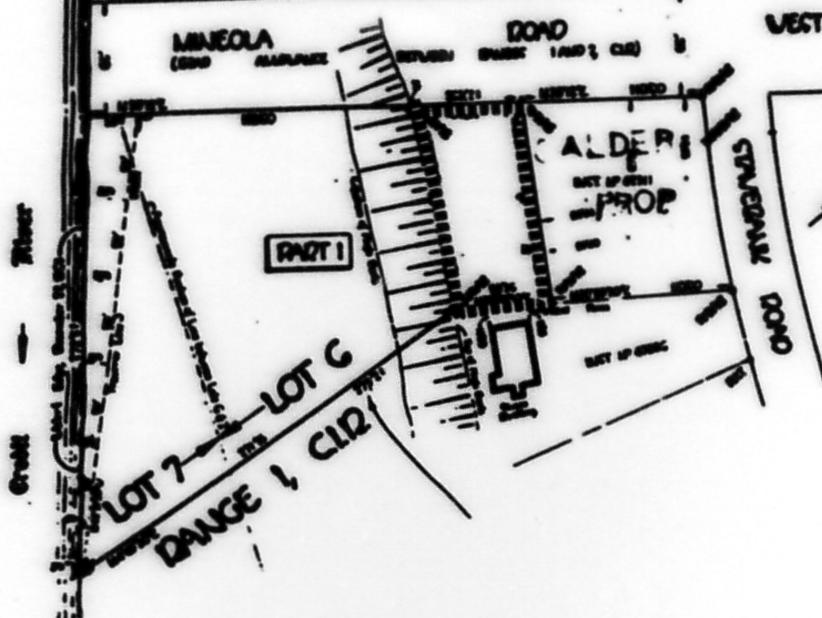
RECOMMENDATION: That a by-law be enacted authorizing execution by the City of a License Agreement dated May 2, 1988 between the Corporation of the City of Mississauga and Kenneth Calder for a parcel of land located on the south side of Mineola Road West, west of Stavebank Road being part of Lot 6, Range 1, Credit Indian Reserve.

Terence L. Julian
City Clerk

DRKJ
PJS:m

RANGE 2, C.I.R

12 (h)



MISSISSAUGA
Clerk's Department
Realty Services

Licensed Area to Kenneth Calder
Part of Lot 6, Range 1, C.I.R.

FILE NO. E.02.02.01 (H)



Corporate Report

13

Received by
Clerk's Dept.

Clerk's Files T-87041

MAR 15 1989

OPERATIONS/WORKS

Originator's
Files

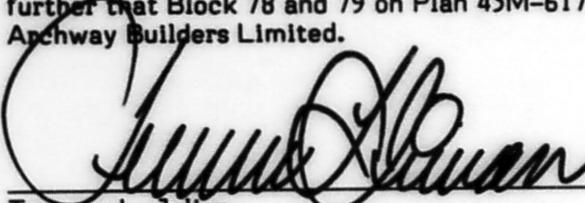
DATE: March 6, 1989
TO: Chairman and Members of the
Operations and Works Committee
FROM: Terence L. Julian
City Clerk
SUBJECT: Reconveyance of 0.30 m (1 ft.) Reserves to adjoining developers.

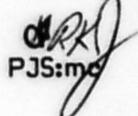
ORIGIN: Consolidated Planning Report dated October 14, 1988 for, Plan
File T-87041 (W) Phase II.

COMMENTS: In order to facilitate the residential development of File T-87041
(W) Phase II, the developers have requested the City lift several
0.30 m (1 ft.) reserves along Trelawny Court. The lifting of the
reserves will result in legal road frontage being created.

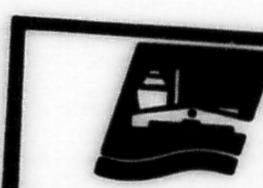
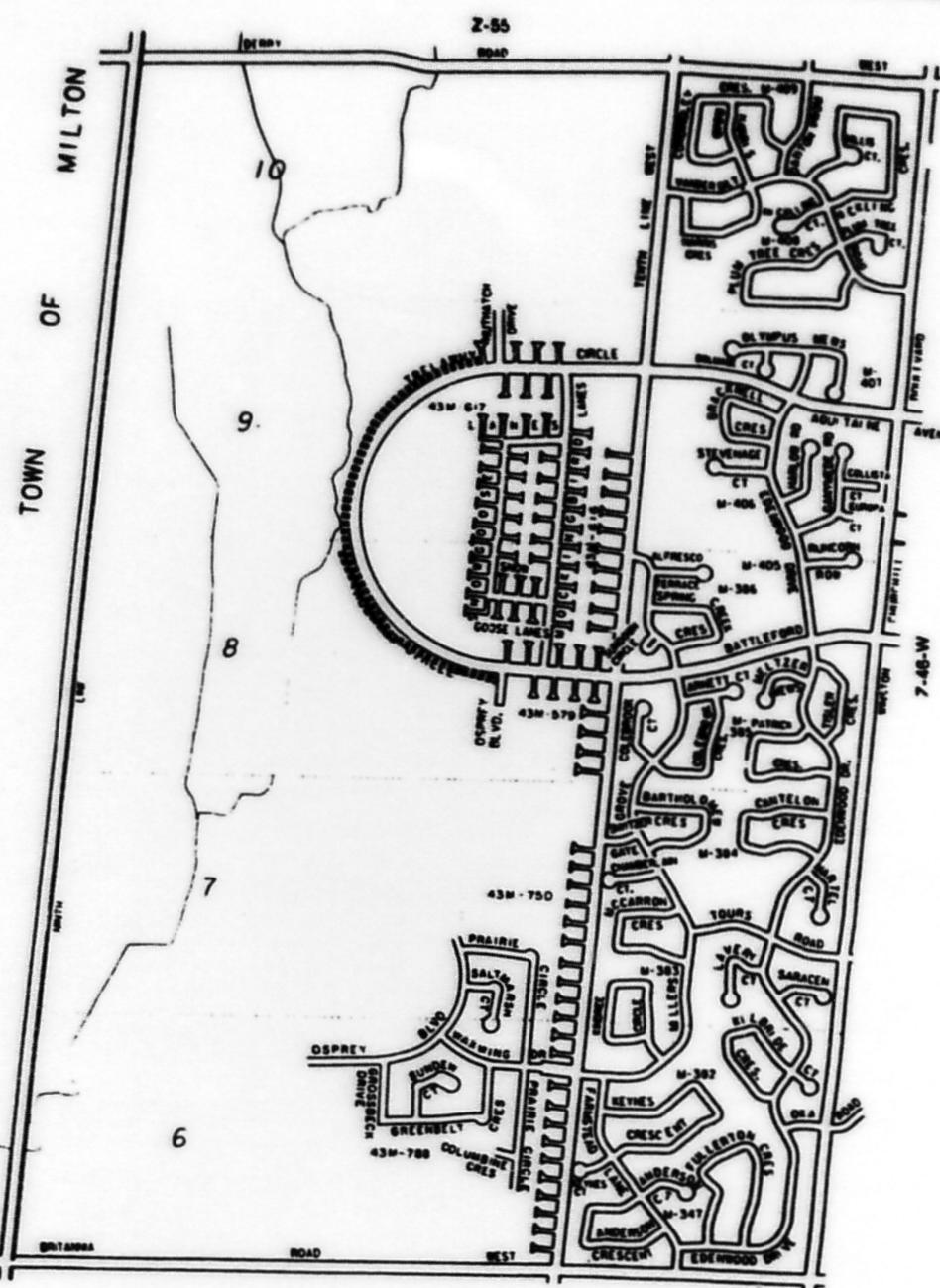
The Public Works Department has approved the reconveyance of
the 0.30 m (1 ft.) reserves to the adjacent land developers.

RECOMMENDATION: That a By-law be enacted authorizing execution by the City of a
reconveyance of 0.30 m (1 ft.) Reserves described as Blocks 60, 61
and 62 on Plan 43M-579 and Block 294 on Plan 43M-616 to
Cinderhill Investments Limited and Block 293 on Plan 43M-616 to
Archway Builders Limited and Cinderhill Investments Limited and
further that Block 78 and 79 on Plan 43M-617 be reconveyed to
Archway Builders Limited.


Terence L. Julian
City Clerk


PJS:mc

13(a)



MISSISSAUGA

*Clark's Department
Realty Services*

Conveyance of 0.30m (1 ft. Reserve)
Described as Blocks 60, 61 & 62 on
R.P. 43M-579, Blocks 293 & 294 on
R.P. 43M-616 & Blocks 78 & 79 on
R.P. 43M-617

FILE No. T-87041



Corporate Report

Received by
Clerk's Dept.

Clerk's Files R.P. 43M-850

MAR 15 1989

OPERATIONS/WORKS

Originator's
Files

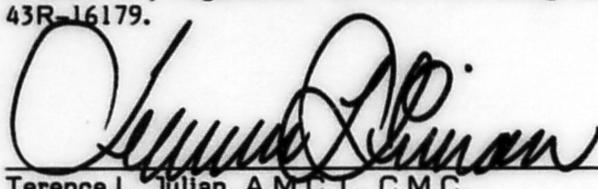
DATE: February 27, 1989
TO: Chairman and Members of the
Operations and Works Committee
FROM: Terence L. Julian, A.M.C.T., C.M.C.
CITY CLERK
SUBJECT: Permanent Easement to Consumers' Gas Company over Part of
Block 37, Registered Plan 43M-850 designated as Part 2, Plan
43R-16179.

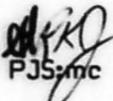
ORIGIN: Request by Consumers' Gas Company for an easement over Part
of Block 37, Registered Plan 43M-850 designated as Part 2, Plan
43R-16179.

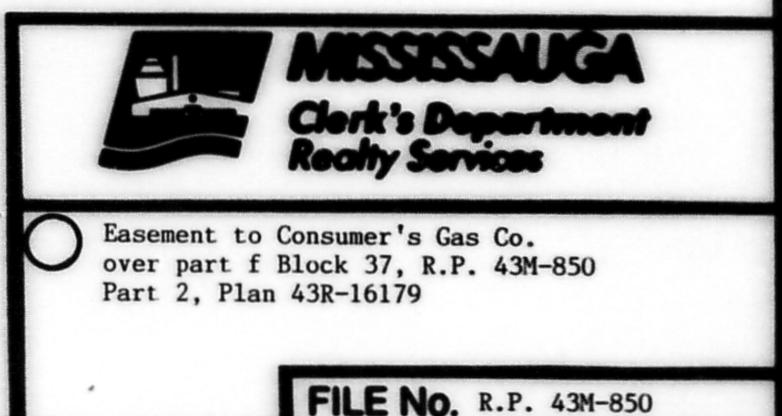
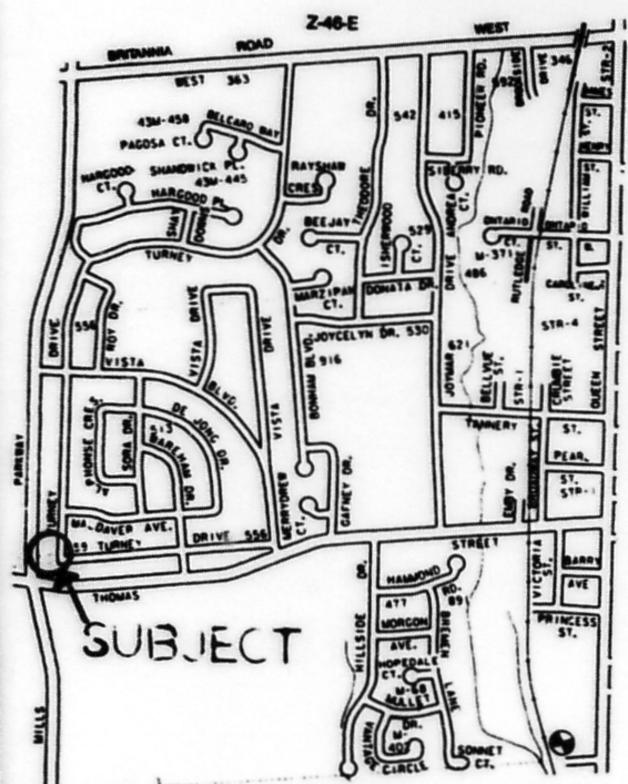
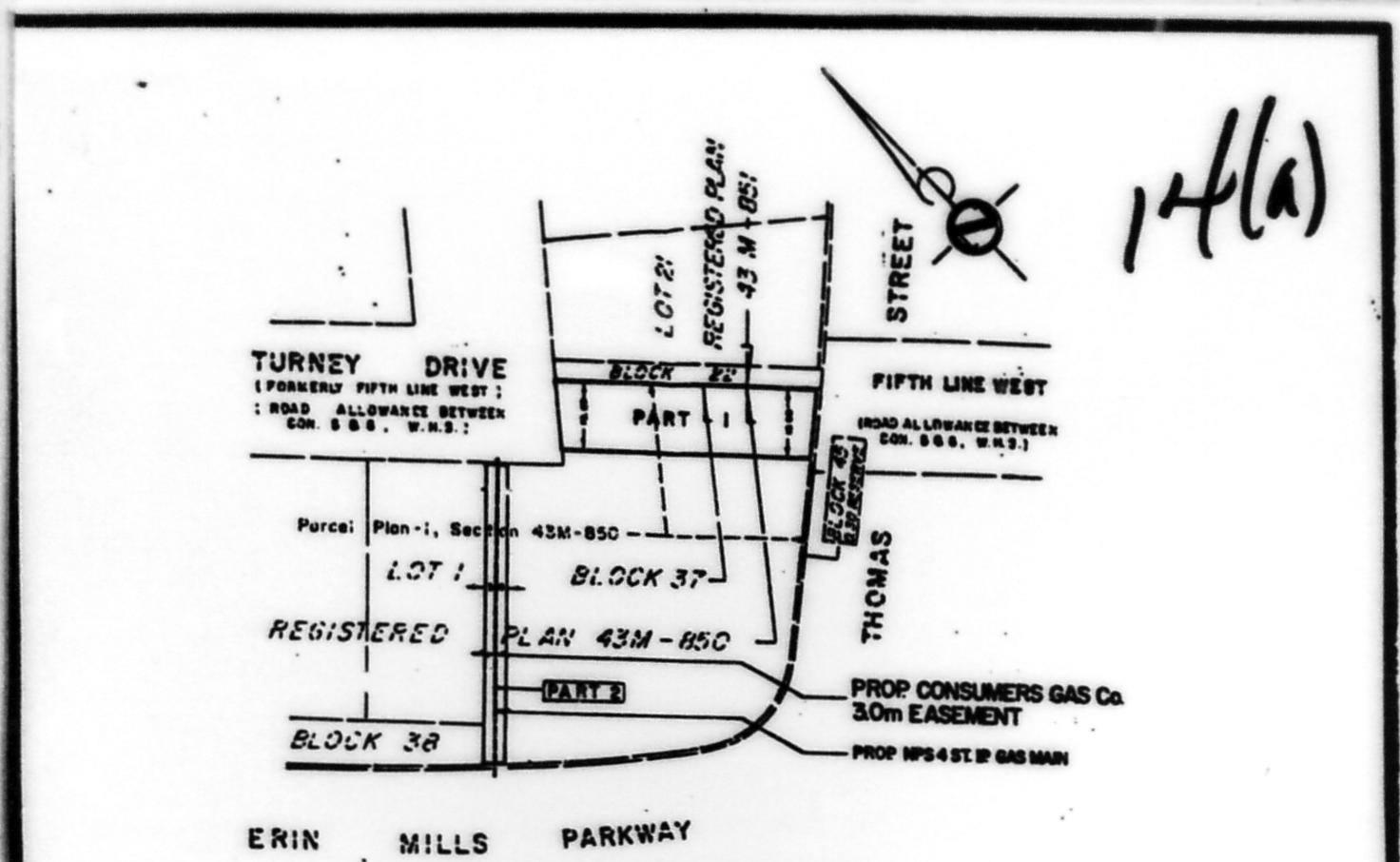
COMMENTS: Pursuant to the Servicing Agreement for Registered Plan
43M-850, the City has been conveyed Block 37 to serve as a
temporary turning circle. It is intended upon completion of
municipal requirements that Block 37 will be conveyed by the City
to Hydro Mississauga for the designated installation of a hydro
sub-station.

In the meantime, Consumers' Gas has requested the City to
provide an easement for a gas main over part of Block 37,
designated as Part 2 on Plan 43R-16179. Consumers' Gas request
for a permanent easement has been reviewed and approved by the
Public Works Department and Hydro Mississauga, the end user of
Block 37. The appropriate easement documentation has been
submitted for execution by Consumers' Gas.

RECOMMENDATION: That a By-law be enacted authorizing execution of a permanent
easement in favour of the Consumers' Gas Company Ltd. over part
of Block 37, Registered Plan 43M-850 designated as Part 2 on Plan
43R-16179.


Terence L. Julian, A.M.C.T., C.M.C.
City Clerk


PJS:mc



FILE NO. R.P. 43M-850



Corporate Report

OPERATIONS/WORKS MAR 15 1989

Received by
Clerk's Dept.

Clerk's Files

#15

Originator's
Files J.08.01
J.17.01

DATE: March 10, 1989
TO: Chairman and Members of Operations and Works Committee
FROM: F.J. Coppinger, Director of Building Services
SUBJECT: CIVIC CENTRE PARKING ENFORCEMENT

ORIGIN: City Manager

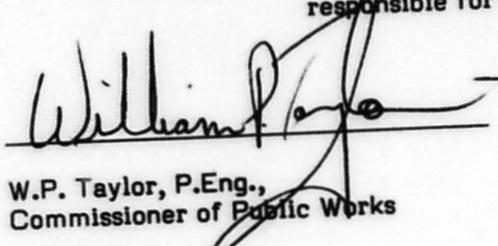
BACKGROUND: The enforcement of parking regulations around the Civic Centre is an ongoing problem. It becomes particularly acute when there are special meetings that create a great deal of public interest. Parking Control personnel are not always available to respond to these parking problems and issue tickets.

COMMENTS: At the times functions and special meetings are held in the Civic Centre, fulltime members of the City security staff are on duty. It would be appropriate to designate these staff as Municipal Law Enforcement Officers for the purpose of enforcing the parking control by-law at the Civic Centre.

Public Works staff would be able to train the security staff in Building Services on how to properly issue a ticket and the limits of their authority.

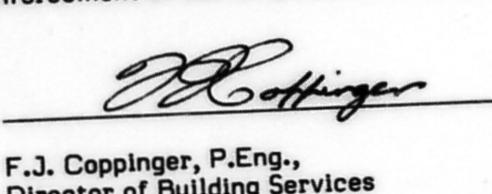
By-law No. 43-82 as amended provides for the appointment of by-law enforcement officers who are responsible for enforcing City of Mississauga By-laws. We would propose an amendment to the By-law to add permanent security staff in Building Services.

RECOMMENDATION: That a by-law to amend By-law 43-82 to reflect the addition of City security staff to the list of By-law Enforcement Officers responsible for the enforcement of our City by-laws be enacted.


W.P. Taylor, P.Eng.,
Commissioner of Public Works

FJC/mlg

cc: D.A. Lychak, City Manager


F.J. Coppinger, P.Eng.,
Director of Building Services

00350/01930/24

CITY OF MISSISSAUGA

MINUTES

MEETING SIX EIGHTY-NINE

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, MARCH 15, 1989, 9:10 A.M.

PLACE OF MEETING: COMMITTEE ROOM A, CIVIC CENTRE

MEMBERS PRESENT: Councillor H. Kennedy
Councillor M. Prentice (Chair)
Councillor F. Dale
Councillor F. McKechnie
Councillor N. Iannicca

MEMBERS ABSENT: Councillor D. Culham

OTHER PRESENT: Councillor P. Mullin
Mayor H. McCallion

STAFF PRESENT: Mr. D.A. Lychak, City Manager
Mr. W.P. Taylor, Commissioner of Public Works
Mr. A McDonald, Director, Public Works
Mr. K. Schipper, Director, Public Works
Mr. T.L. Julian, City Clerk
Ms. L. Mailer, Committee Coordinator, Clerk's Department

INDEX - OPERATIONS AND WORKS COMMITTEE - MARCH 15, 1989

DEPUTATIONS/PRESENTATIONS - NIL

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	M-467	Enola Residential Subdivision - Assumption of Works
2.		232 Webster's Lane - Demolition By-law
3.	F.02.10.01	The Queensway West between Mavis Road and Glengarry Road - Proposed Street Name Change - Adrian Way
4.	F.06.04.02	Just Cameras Ltd. - Banner Installations
5.	F.06.04.02	Hurontaio Street/Matheson Boulevard Intersection - Safety Concerns
6.	F.06.04.02	Truscott Drive - Sandgate Crescent - Lewisham Drive - Traffic Concerns
7.	F.06.04.05	Winfield Terrace/Westbourne Terrace - All-way Stop
8.	F.06.04.02	Radcliffe Boulevard - Parking Prohibition
9.	F.06.04.02	Dewberry Crescent - Parking Prohibition
10.	F.06.04.02	Cherbourg Gardens - Request for Extended Parking Privileges
11.	0Z/153/86 0Z/004/87	Rathkeale Road - Partial Closure
12.	E.02.02.01(H)	Mineola Road West - Proposed License Agreement - Kenneth Calder
13.	T-87041	Archway Builders Limited/Cinderhill Investments Limited - Reconveyance of Reserves - Trelawny Court
14.	M-850	Consumers' Gas Company - Permanent Easement - Turney Drive
15.	F.06.04.02	Civic Centre Parking Enforcement

MATTERS CONSIDERED:

1. Report dated February 17, 1989, from the Commissioner of Public Works regarding the assumption of the municipal services for Enola Residential Subdivision, Plan 43M-467, located south of Lakeshore Road/east and west of Enola Avenue.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Enola Residential Subdivision, Plan 43M-467, located south of Lakeshore Road East and west of Enola Avenue.
- (b) That the City Treasurer be authorized to return the Letters of Credit for Plan 43M-467 currently valued at \$77,945.00 and \$9,955.00 to the developer, Gismondi Construction Limited and Talco Construction Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-467 as public highway and part of the municipal system of the City of Mississauga.

M-467

Approved

See Recommendation OW-102-89 (H. Kennedy)

2. Report dated March 8, 1989, from the Commissioner of Public Works regarding a vacant and dilapidated building located at 232 Webster's Lane. Communications to the property owner have not resulted in any changes to the property.

RECOMMENDATION:

That a by-law be enacted to authorize the pulling down of the free standing building at the owner's expense at 232 Webster's Lane, Mississauga.

Approved

See Recommendation OW-103-89 (H. Kennedy)

3. Report dated February 20, 1989, from the Commissioner of Public Works regarding the proposed street name change for the portion of The Queensway West between Mavis Road and Glengarry Road.

A petition from the residents of The Queensway West between Mavis Road and Glengarry Road was forwarded to Councillor D. Culham supporting the renaming of this section of The Queensway West. Based on this petition it appears that over 66% of the owners are in favour of this street name change. This proposal is acceptable from a technical point of view.

The Region of Peel Street Names Committee at their meeting of May 4, 1988 approved the names "Adrian Way", "Dingle Way", "Desmond Drive" and "Nedry Drive". The residents support the renaming of The Queensway West, west of Mavis Road to "Adrian Way".

RECOMMENDATION:

That the City Clerk undertake the necessary procedures to rename that portion of The Queensway West from Mavis Road to Glengarry Road "Adrian Way" and that the street be double signed indicating both names for a period of two years after renaming occurs.

F.02.10.01

Approved

See Recommendation OW-104-89 (H. Kennedy)

4. Report dated March 3, 1989, from the Commissioner of Public Works in response to a request to install banners to promote "Discover Mississauga '89" at the following locations:

C.P. Rail Overpasses:

- (i) Hurontario Street at John Street;
- (ii) Burnhamthorpe Road at Creditview Road
- (iii) Observation deck of Clock Tower at the Civic Centre.

The banners would be installed at C.P. Rail overpasses on March 27, 1989 and on May 1, 1989 at the Clock Tower. The objectives of this event include promoting of photography as well as the City of Mississauga, and to encourage community involvement.

Although permission has been granted to erect banners at the C.P. Rail overpasses in the past, it is not Council policy to allow any outside agencies to erect advertisements on the Civic Centre Clock Tower.

The Public Works Department has no objections to allowing banners to be installed at the two C.P. Rail overpasses subject to certain conditions.

RECOMMENDATION:

- (a) That Ray Seto of 'just cameras ltd.' be advised that the City of Mississauga approves the proposal to install "Discover Mississauga '89" banners on the C.P. Rail overpasses on Hurontario Street at John Street, and Burnhamthorpe Road at Creditview Road from March 27, 1989 to April 29, 1989 provided that the following conditions are met:
 - (i) Completion of a Banner Permit at least five days prior to installation;
 - (ii) Proof of arrangements for liability insurance in the amount of at least two million dollars with the City named as co-insured;
 - (iii) Written permission from C.P. Rail for the use of the trestles.
- (b) That permission not be granted to Mr. Ray Seto of Just Cameras Ltd.' to install a promotional banner on the Clock Tower of the Civic Centre.

Approved

See Recommendation OW-105-89 (F. McKechnie)

5. Report dated March 3, 1989, from the Commissioner of Public Works regarding safety concerns at the intersection of Hurontario Street and Matheson Boulevard.

Staff members of both the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board have raised a number of concerns regarding driving conditions at the intersection of Hurontario Street and Matheson Boulevard. They are concerned about the visibility in making left hand turns from the northbound and southbound left turn lanes, combined with the speed of traffic on Hurontario Street. Also, during the afternoon peaks it is difficult to exit the two Board properties due to congestion caused by 'u'-turning traffic on Matheson Boulevard west of Hurontario Street.

City Council has approved the reduction of the posted speed limit on Hurontario Street from 80 km/h to 60 km/h between Britannia Road and Eglinton Avenue.

During the p.m. peak traffic period it has been observed that motorists westbound on Matheson Boulevard attempt to avoid the heavy volume of left turning traffic at Hurontario Street by crossing Hurontario Street, making a 'u'-turn, then a right turn in the southbound direction. Employees exiting from the Board properties experience delays and conflicts due to the congestion caused by the 'u'-turning traffic. Therefore, in the interest of safety, 'u'-turns should be prohibited on Matheson Boulevard from Hurontario Street to a point 150 metres west thereof, to ensure safer traffic operations within the area.

RECOMMENDATION:

That a by-law be enacted to amend by-law 444-79, as amended, to implement a 'u'-turn prohibition on Matheson Boulevard from the west limit of Hurontario Street to a point 150 metres west thereof.

F.06.04.02

Approved

See Recommendation OW-106-89 (F. McKechnie)

6.

Report dated March 3, 1989, from the Commissioner of Public Works regarding traffic concerns on Truscott Drive/Sandgate Crescent and Truscott Drive/Lewisham Drive.

At the Operations and Works Committee meeting of October 26, 1988 the Public Works Department was requested to determine what safety measures are necessary to alleviate the traffic problems on Truscott Drive at Sandgate Crescent and Lewisham Drive. Residents are requesting all-way stops or traffic signals to assist motorists and pedestrians across Truscott Drive.

Truscott Drive is a major link in the road network and is expected to carry moderately high volumes of traffic. The inclusion of an unwarranted all-way stop at Sandgate Crescent would severely reduce the efficiency of this roadway causing increased vehicle delays and driver frustration.

The inclusion of traffic signals on Truscott Drive at Lewisham Drive should not cause any major operational problem. Traffic signal timings are designed on a demand basis, therefore, major queuing problems would not be anticipated on Truscott Drive. Truscott Drive at Lewisham Drive has been included in the 1989 Traffic Signal Construction Program, which is subject to the Ministry of Transportation Ontario's subsidy approval.

RECOMMENDATION:

- (a) That an all-way stop not be implemented at the intersection of Truscott Drive and Sandgate Crescent.
- (b) That a traffic signal be installed at Truscott Drive at Lewisham Drive as part of the 1989 Signal Construction Program, subject to the Ministry of Transportation Ontario's subsidy approval.

F.06.04.02

Approved

See Recommendation OW-107-89 (P. Mullin)

7. Report dated March 3, 1989, from the Commissioner of Public Works in response to a request for all-way stop at Winfield Terrace and Westbourne Terrace.

At the City Council meeting of November 28, 1988 Council requested that the implementation of an all-way stop at Winfield Terrace and Westbourne Terrace be referred to the Public Works Department for a further report.

At the request of City Council the intersection of Winfield Terrace and Westbourne Terrace was again reviewed for potential all-way stop implementation. Based on the above results there is insufficient side street volume (average of only twelve vehicles during peak hours) to technically warrant an all-way stop. The Public Works Department therefore, does not support its implementation at this time as it will only result in unnecessary delays for local motorists.

RECOMMENDATION:

That an all-way stop not be implemented at the intersection of Winfield Terrace and Westbourne Terrace as warrants are not satisfied.

Councillor Dale recommended that this report be referred back to Staff for further investigation. The motion, as amended, was voted on and carried.

F.06.04.05

Approved

See Recommendation OW-108-89 (F. Dale)

8. Report dated March 3, 1989, from the Commissioner of Public Works regarding a parking prohibition on Radcliffe Boulevard.

Currently, on-street parking is allowed for a maximum of three hours on Radcliffe Boulevard/Lynd Avenue, between Garnet Avenue and Blanefield Road.

Public Works personnel have reviewed on-street parking on Radcliffe Boulevard through these limits in response to concerns expressed by Councillor Kennedy and local residents.

In the interest of safety, parking should be prohibited on Radcliffe Boulevard through the road curve between Garnet Avenue and Blanefield Road. This parking prohibition will ensure a safer operation throughout this section of Radcliffe Boulevard.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking prohibition on both sides, throughout the road curve on Radcliffe Boulevard between a point 127 metres north-west of Blanefield Road and a point 45 metres north-westerly thereof.

F.06.04.02

Approved

See Recommendation OW-109-89 (F. McKechnie)

9. Report dated March 3, 1989, from the Commissioner of Public Works regarding a parking prohibition on Dewberry Crescent.

Public Works personnel have reviewed on-street parking on Dewberry Crescent through the limits of the curve in response to concerns expressed by Mr. Santos.

In the interest of safety, parking should be prohibited on Dewberry Crescent through this curve. The parking prohibition will ensure a safer traffic operation through this section of Dewberry Crescent.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement a parking prohibition on both sides throughout the road curve of Dewberry Crescent between a point 55 metres north of Lewes Way and a point 85 metres north easterly thereof.

F.06.04.02

Approved

See Recommendation OW-110-89 (F. McKechnie)

10. Report dated February 13, 1989, from the Commissioner of Public Works in response to a request for extended parking privileges on Cherbourg Gardens.

City Council has approved that 12-hour extended parking will only be considered in residential areas where the individual residence has less than two on-site parking spaces without room for driveway expansion.

On the basis of existing on-site parking available at each residence on Cherbourg Gardens, and the fact that this request does not fulfill the criteria approved by City Council, the Public Works Department does not support this request.

RECOMMENDATION:

That extended 12-hour parking on Cherbourg Gardens not be implemented as the criteria of less than two on-site spaces with no room for expansion, has not been fulfilled.

F.06.04.02

Approved

See Recommendation OW-111-89 (N. Iannicca)

11. Report dated March 7, 1989, from the City Clerk regarding the condition of rezoning that the existing Rathkeale Road in the vicinity of Eglinton Ave. West and Creditview Road be realigned and constructed at the expense of the adjacent property owner. The portion of Rathkeale Road, described as traversing Lots 6 and 7, Range 5 N.D.S., can therefore be closed and disposed of in accordance with City Policy to the abutting owners. The various concerned City Departments concur with the proposed closure.

RECOMMENDATION:

That the City Clerk be authorized to undertake the necessary procedures for the purpose of closing and conveying that portion of Rathkeale Road described as part of a travelled road through Lots 6 and 7, Range 5 N.D.S.

0Z/153/86
0Z/004/87

Approved

See Recommendation OW-112-89 (P. Mullin)

12. Report dated March 1, 1989, from the City Clerk regarding the proposed license agreement submitted by Kenneth Calder, for property on Mineola Road West which was acquired to accommodate the construction of a proposed bridge over the Credit River. Approximately 0.17 (7,530 sq. ft.) acres of the 1.15 acres is table land with the remainder 0.98 acres approximately, being below the top of the bank comprising the marsh lands.

The property is no longer required for bridge construction and now forms part of the Credit River Flats conservation lands to be retained in City ownership.

Mr. Kenneth Calder is processing a building permit and has requested the City to use the tableland portion to compliment his property. At this time, the property does not serve an active public use, and as such, the Recreation and Parks Department have indicated no objection to Mr. Calder's proposal provided that the use is limited to fencing and landscaping.

RECOMMENDATION:

That a by-law be enacted authorizing execution by the City of a License Agreement dated May 2, 1988 between the Corporation of the City of Mississauga and Kenneth Calder for a parcel of land located on the south side of Mineola Road West, west of Stavebank Road being part of Lot 6, Range 1, Credit Indian Reserve.

E.02.02.01(H)

Approved

See Recommendation OW-113-89 (H. Kennedy)

13. Report dated March 6, 1989, from the City Clerk regarding a reconveyance of 0.30 m (1 ft.) reserves to adjoining developers.

In order to facilitate the residential development of File T-87041 (W) Phase II, the developers have requested the City lift several 0.30 m (1 ft.) reserves along Trelawny Court. The lifting of the reserves will result in legal road frontage being created.

The Public Works Department has approved the reconveyance of the 0.30 m (1 ft.) reserves to the adjacent land developers.

RECOMMENDATION:

That a by-law be enacted authorizing execution by the City of a reconveyance of 0.30 m (1 ft.) Reserves described as Blocks 60, 61 and 62 on Plan 43M-579 and Block 294 on Plan 43M-616 to Cinderhill Investments Limited and Block 293 on Plan 43M-616 to Archway Builders Limited and Cinderhill Investments Limited and further that Block 78 and 79 on Plan 43M-617 be reconveyed to Archway Builders Limited.

M-850

Approved

See Recommendation OW-114-89 (F. McKechnie)

14. Report dated February 27, 1989, from the Commissioner of Public Works regarding a permanent easement to Consumers' Gas Company over Part of Block 37, Registered Plan 43M-850 designated as Part 2, Plan 43R-16179.

Pursuant to the Servicing Agreement for Registered Plan 43M-850, the City has been conveyed Block 37 to serve as a temporary turning circle. It is intended upon completion of municipal requirements that Block 37 will be conveyed by the City to Hydro Mississauga for the designated installation of a hydro sub-station.

In the meantime, Consumers' Gas has requested the City to provide an easement for a gas main over part of Block 37, designated as Part 2 on Plan 43R-16179. Consumers' Gas request for a permanent easement has been reviewed and approved by the Public Works Department and Hydro Mississauga, the end user of Block 37. The appropriate easement documentation has been submitted for execution by Consumers' Gas.

RECOMMENDATION:

That a by-law be enacted authorizing execution of a permanent easement in favour of the Consumers' Gas Company Ltd. over part of Block 37, Registered Plan 43M-850 designated as Part 2 on Plan 43R-16179 (lands located on Turney Drive).

M-850

Approved

See Recommendation OW-115-89 (H. Kennedy)

15. Report dated March 10, 1989, from the Director of Building Services and Commissioner of Public Works regarding the ongoing problem associated with the enforcement of parking regulations around the Civic Centre. It becomes particularly acute when there are special meetings that create a great deal of public interest. Parking Control personnel are not always available to respond to these parking problems and issue tickets.

At times functions and special meetings are held in the Civic Centre, full-time members of the City security staff are on duty. It would be appropriate to designate these staff as Municipal Law Enforcement Officers for the purpose of enforcing the parking control by-law at the Civic Centre.

Public Works staff would be able to train the security staff in Building Services on how to properly issue a ticket and the limits of their authority.

By-law No. 43-82 as amended provides for the appointment of by-law enforcement officers who are responsible for enforcing City of Mississauga By-laws.

RECOMMENDATION:

That a by-law be enacted to amend By-law 43-82, being a by-law to appoint municipal law enforcement officers and peace officers, to reflect the addition of City Security Staff to the list of By-law Enforcement Officers responsible for the enforcement of City by-laws.

F.06.04.02

Approved

See Recommendation OW-116-89 (H. Kennedy)

Recommendations:

As per Report 6-89

Adjournment:

9:30 a.m.

THE OPERATIONS AND WORKS COMMITTEE

MARCH 15, 1989

REPORT 6-89

TO: **THE MAYOR AND MEMBERS OF COUNCIL**

The Operations and Works Committee presents its sixth report and recommends:

OW-102-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Enola Residential Subdivision, Plan 43M-467, located south of Lakeshore Road East and west of Enola Avenue.

(b) That the City Treasurer be authorized to return the Letters of Credit for Plan 43M-467 currently valued at \$77,945.00 and \$9,955.00 to the developer, Gismondi Construction Limited and Talco Construction Limited.

(c) That a by-law be enacted establishing the road allowance within Plan 43M-467 as public highway and part of the municipal system of the City of Mississauga.

M-467
(OW-102-89)

OW-103-89 That a by-law be enacted to authorize the pulling down of the free standing building at the owner's expense at 232 Webster's Lane, Mississauga.

(OW-103-89)

OW-104-89 That the City Clerk undertake the necessary procedures to rename that portion of The Queensway West from Mavis Road to Glengarry Road "Adrian Way" and that the street be double signed indicating both names for a period of two years after renaming occurs.

F.02.10.01
(OW-104-89)

Operations/Works

-4-

March 15, 1989

OW-116-89 That a by-law be enacted to amend By-law 43-82, being a by-law to appoint municipal law enforcement officers and peace officers, to reflect the addition of City Security Staff to the list of By-law Enforcement Officers responsible for the enforcement of City by-laws.

F.06.04.02
(OW-116-89)